

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 28, 2022

Item 16, Report No. 30, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 28, 2022, as follows:

By approving the recommendation contained in the report Deputy City Manager, Planning and Growth Management, dated June 21, 2022, subject to approving the following in accordance with Communication C32, memorandum from the Deputy City Manager, Planning & Growth Management, dated June 24, 202., as follows:

THAT the staff report for or Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Files OP.20.003, Z.20.008, 19T-20V002, and DA.20.041 (Metrus (Terra) Properties Inc.) be amended as follows:

1. THAT Recommendation 1. b) iv. of the report be deleted and replaced as follows:

- iv. Permit an increase to the maximum tower floor plate size from 750 m² to 850 m² as follows:

Tower A (60-storeys)

- 850 m² – between Levels 8 to 52
- 826 m² Levels 53 to 55
- 720 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 850 m² – between Levels 8 to 42
- 825.4 m² between Levels 43 to 45
- 718 m² – between Levels 46 to 52 (mechanical)”

2. THAT all references on Page 8 and 14 respecting the tower floor plate sizes be deleted and replaced with the following:

Tower A (60-storeys)

- 850 m² – between Levels 8 to 52
- 826 m² Levels 53 to 55
- 720 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 850 m² – between Levels 8 to 42
- 825.4 m² between Levels 43 to 45
- 718 m² – between Levels 46 to 52 (mechanical).”

3. THAT Recommendation 9. of the report be deleted and replaced as follows:

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9. THAT the implementing Zoning By-law Amendment be brought forward to a Vaughan Council meeting in accordance with section 24(2) of the Planning Act;
4. THAT Table 1 on Pages 26 to 30, including the first paragraph and bulleted points on Page 30, be deleted and replaced in its entirety with the following:

Table 1:

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
a.	Definition - “Lot” and “Stratified Arrangement”	<p>LANDSCAPING OR LANDSCAPED AREA - Means an area of land comprising trees, shrubs, flowers, grass or other horticultural elements. Landscaping may include paths, patios, walkways, decorative stonework or other architectural elements designed to enhance the visual amenity of a property but does not include open storage display areas, parking or loading areas, or areas covered by driveways</p> <p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to</p>	<p>LANDSCAPING OR LANDSCAPED AREA – Means an area of land at grade comprising trees, shrubs, flowers, grass or other horticultural elements. Landscaping may include paths, patios, walkways, decorative stonework or other architectural elements designed to enhance the visual amenity of a property but does not include open storage display areas, parking or loading areas, or areas covered by driveways.</p> <p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building</p>

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		<p><i>be a parcel of land and a reserve shall not form part of the lot.</i></p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade.</p>	<p><i>permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot. This definition shall also apply to the below grade elements subject to Stratified Arrangements.</i></p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade. These encumbrances include any portions of the building below grade, which may include an underground parking structure.</p>
c.	Permitted Encroachments	0.6 m to any lot line	<p><i>A canopy may encroach a minimum of 0.6 m into the required rear (Apple Mill Road) or exterior yard (Jane Street) 0.6 m to the pinch point of the daylight triangle at Apple Mill Road and Jane Street</i></p> <p>0.6 m to the canopy for the encroachment at Jane Street</p>
d.	Minimum Yard Requirements	<p>Front Yard – 3 m (Highway 7)</p> <p>Exterior Side Yards - 3m (Jane Street & Street 1)</p> <p>Rear Yard – 6 m (abutting residential) and 3 m (abutting non-residential)</p>	<p>0 m to daylight triangle (Highway 7) only at the pinch point of the south-east corner of the office building</p> <p>1.5 m (at-grade) abutting residential uses (Jane Street and Street 1 – exterior)</p> <p>0 m (above Level 3 to 6) abutting residential uses at the last corner residential</p>

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			<p><i>unit (Jane Street – exterior)</i></p> <p><i>1 m abutting non-residential uses (Street 1 - exterior)</i></p> <p><i>2 m to a daylight triangle (Corner of Jane Street and Apple Mill Road – rear)</i></p>
e.	Minimum Build-To Zone Requirements	80% of the length of the street line abutting all streets, shall have buildings located within the build-to-zone	<i>This provision shall not apply.</i>
f.	Maximum Building Height	25-storeys (Schedule A2 By-law 1-88 and By-law 144-2009)	<p><i>Notwithstanding Schedule A2 of By-law 1-88, and By-law 144-2009, the following provisions for maximum building height shall apply:</i></p> <p><i>Tower A – 192 m (60 storeys)</i></p> <p><i>Tower B – 163 m (50 storeys)</i></p>
g.	Minimum GFA of Commercial Uses at-grade	60%	50%
h.	Minimum Landscape Requirement	Areas of land for no purpose other than landscaping and driveway access shall be located adjacent to street lines	<p><i>1.5 m along Jane Street</i></p> <p><i>2 m along North-South Street</i></p> <p><i>5 m along Apple Mill Road, Highway 7 or associated daylight triangle</i></p> <p><i>For the purpose of clarity, an exhaust shaft shall be permitted within the landscaped portion along Jane Street and Apple Mill Road</i></p>
i.	Minimum	1.8 m	<i>0 m to the underground</i>

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	Building Setbacks (Below-Grade)		parking garage (Jane Street, Highway 7, Apple Mill Road, North-South Road)
j.	Maximum Residential Density	67 m²/dwelling unit 12,610 m²/67 m² = 189 units	The provision of Section 5.1.5 as it relates to minimum density in Schedule A2 shall not apply
k.	Minimum Parking Space Requirements	<u>Retail Uses</u> Min: 2760.3 m² x 2.5 spaces/100 m² = 69 spaces Max: 2760.3 m² x 4.0 spaces/100 m² = 111 spaces <u>Office Uses</u> Min: 22,724.6 m² x 1.5 spaces/100 m² = 340.8 -> 342 Max: 22,724.6 m² x 2.5 spaces/100 m² = 569.1 -> 569 <u>Residential Uses</u> 1BR/Bach: 687@0.7/unit= 480.9 -> 481 2BR: 451@0.9/unit= 405.9 -> 406 3BR: 39@1.0/unit=39 Total Residential =926 <u>Visitor Spaces</u> 1177 @0.15/unit = 177 Non-Residential (Retail, Office, Visitor) Total = 589 Overall Total Required Parking = 1,515	Residential Parking 1,177 x 0.37 spaces/unit = 436 units Shared Non-Residential Parking A total of 487 shared parking spaces shall be provided for the following uses: <u>Retail Uses</u> 2,760.3 m² x 2.0 spaces/100 m² <u>Office Uses</u> 22,724.6 m² x 1.2 spaces/100 m² <u>Visitor Parking</u> 0.15 spaces per residential unit A total of 923 parking spaces will be provided, where 436 spaces are devoted to residential uses and 487 spaces shall be provided as shared parking between residential visitor, office, retail parking. For the calculation of shared parking for a mixed-use development, pursuant to Section 3.8.1 c), 20% is permitted for the morning time

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		<i>Shared Parking</i> <i>80% morning time period (Percent of Peak Period Parking Demand (weekday) Table A</i>	<i>period for the percent of peak period parking demand (weekday) in Table A.</i>
<i>I.</i>	<i>Minimum Loading Space Requirements</i>	<i>Six (6) loading spaces are required for commercial uses</i> <i><u>Loading Space Dimensions</u> 9 m (l) x 3.5 m (w)</i>	<i>A loading space shall be 6 m(l) x 3.5 m (w) is permitted for a maximum of 3 residential loading spaces</i>

In addition to zoning exceptions in Table 1, the following site-specific zoning provisions among others, will also be included to ensure that the site development proposal for the Subject Lands reflects an urban built form and public realm:

- **Maximum Overall GFA shall not exceed 129,104.4 m², subject to payment of the associated Section 37 contribution**
- **Maximum residential GFA shall be 103,601.5 m²**
- **A minimum non-residential GFA shall be 25,502.90 m²**
- **A minimum ground floor height shall be 5 m**
- **Minimum Tower stepback from the podium along each ROW shall be 3 m**
- **A minimum distance between any building portion above the first 9.5 m of Towers A and B shall be 25 m**
- **Minimum common amenity area (indoor and outdoor combined) shall be 4.3 m² per unit.”**

16. METRUS (TERRA) PROPERTIES INC. DRAFT PLAN OF SUBDIVISION 19T-20V002 OFFICIAL PLAN AMENDMENT OP.20.003 ZONING BY-LAW AMENDMENT Z.20.008 SITE DEVELOPMENT FILE DA.20.041 - 7800 JANE STREET VICINITY OF HIGHWAY 7 AND JANE STREET

The Committee of the Whole recommends approval of the recommendations contained in the report of the Deputy City Manager, Planning and Growth Management, dated June 21, 2022:

Recommendations

1. THAT Official Plan Amendment OP.20.003 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the VMCSPP, to:

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- a) Modify Schedules “A” to “J” to delete the planned east-west local street on the Subject Lands
- b) Modify Schedule “K”, Site Specific Policy Areas, to:
 - i. Identify the Subject Lands located at the southwest corner of Jane Street and Apple Mill Road as Area “P”
 - ii. Notwithstanding Policies 5.6.4 through 5.6.10 as it applies for impacted properties along the Black Creek Renewal Corridor and bring in force the “Station Precinct” designation on the Subject Lands
 - iii. Permit the proposed maximum building heights of 50 and 60-storeys for the residential towers with a maximum density of 9.45 times the area of the lot (Floor Space Index – ‘FSI’), subject to the acquisition of lands abutting the Apple Mill Road frontage, subject to the application of Policy 8.1.1, for a deduction of 10,000 m² of office uses from the calculation of density, whereas a maximum building height of 30-storeys and density of 5.0 FSI is permitted
 - iv. Permit an increase to the maximum tower floor plate size from 750 m² as follows:

Tower A (60-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 8 m² to 825.4 m² between Levels 53 to 55
- 6 m² to 718 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 8 m² to 825.4 m² between Levels 43 to 45
- 6 m² to 718 m² – between Levels 46 to 52 (mechanical)

- 2. THAT Zoning By-law Amendment File Z.20.008 BE APPROVED to:
 - a) Amend By-law 1-88, as amended, to rezone the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H)

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Corporate Centre Zone” with a Holding Symbol “(H)” generally in the manner shown on Attachment 5, together with site-specific exceptions generally identified in Table 1 of this report;

- b) Permit the bonusing for increased height and density for the proposed Development as shown on Attachments 5 to 12 in return for the following provision of community benefits totaling \$11,349,470.00 pursuant to the policies of VOP 2010 and VMCSP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*.
 - i. On-site contributions including the following:
 - 1. \$2,185,000.00 towards public art, including a gateway installation at Highway 7 and Jane Street, in accordance with the VMC Culture and Public Art Framework and City-wide Public Art Program
 - 2. \$315,000.00 towards streetscape enhancements above the City’s service levels to support the creation of high-quality pedestrian urban environment and the vision of a green avenue
 - ii. Off-Site contributions including the following:
 - 1. \$8,849,470.00 towards park enhancements to the North Urban Park and to the Edgeley Park and Pond, including the pedestrian bridge, located in the vicinity of Jane Street and Highway 7
- 3. THAT prior to enactment of the Zoning By-law, the following condition must be fulfilled:
 - a) The Owner shall provide to the City a written confirmation of the transfer in ownership of the Apple Mill Road frontage from the adjacent Owner to be incorporated into the Subject Lands to provide legal access to the development. The Owner shall submit legal registered documents to the satisfaction of the VMC Program. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment to facilitate the transfer of the lands to the Owner’s ownership. The Committee’s decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied;

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4. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are fulfilled:
 - a) Prior to final approval of Site Development File DA.20.041, the Owner shall submit final legal registered documents to the satisfaction of the VMC Program confirming the transfer in ownership of the Apple Mill Road frontage to be incorporated into the Subject Lands to provide legal access to the Development;
 - b) The Owner shall enter into a Strata Framework Agreement with the City. The Strata Framework Agreement, and subsequent Strata Title Arrangement Agreement, , shall be provided to the City for review and approval for the Strata Road, which shall be finalized and details respecting, but not limited to, access, ownership, operation, maintenance, liability, cross section details, and financial responsibilities (among others) of the parties which shall form the basis of the Stratified Title Arrangement Agreement shall have been agreed upon by the Owner and the necessary agreement(s) shall be executed prior to final approval of the related Draft Plan of Subdivision 19T-20V002, to the satisfaction of the City;
 - c) Prior to occupancy, the Subject Lands shall be removed from the floodplain subject to clearance from the Toronto and Region Conservation Authority ('TRCA'). Removal from the floodplain will allow safe access to the Subject Lands. The Owner shall provide documentation including, but not limited to TRCA approved floodplain mapping and modelling and written confirmation from the TRCA and the City that the Edgeley Pond and Park ('EPP') and Highway 7 culvert improvements are completed or substantially advanced to the satisfaction of the TRCA and the City;
5. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 for the community benefits identified in Recommendation 2b), which will be implemented through the Section 37 Density Bonusing Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The \$11,349,470.00 Section 37 Contribution shall be provided through a combination of off-site and on-site community benefits. The on-site benefits include \$2,185,000.00 for public art and \$315,000.00 for streetscape enhancements on Jane Street which shall be provided in the form of

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a Letter of Credit prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The off-site benefits totaling \$8,849,470.00 towards park enhancements to the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge, shall be provided in the form of a cash contribution, prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The Owner shall pay to the City the Section 37 Agreement Surcharge Fee, and any Public Art Agreement Fee in accordance with the Tariff of Fees for Planning Applications, prior to the execution of the Section 37 Agreement;

6. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and City Clerk be authorized to execute the Section 37 Density Bonusing Agreement, pursuant to the Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation 2b) and 4;
7. THAT prior to the issuance of the first above-grade Building Permit, the Owner and the City shall execute a Public Art Agreement, which will detail the commissioning process and installation of on-site public art, including a gateway installation at the corner of Jane Street and Highway 7, as a public art contribution in the amount of \$2,185,000.00, secured through the Letter of Credit identified in and provided through the Section 37 Density Bonusing Agreement, consistent with the principles of Site 5 Jane Street Green Spine and/or Site 6 Gateways as outlined in the City's VMC Culture and Public Art Framework, to the satisfaction of the City. The Public Art Agreement shall detail the following, but not limited to, public art contribution options; public art contributor triggers/timing, public art program requirements; the Owner and City responsibilities; accounting requirements; and copyright and maintenance. The Owner shall develop a Public Art Program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Owner shall own and maintain the public art;
8. THAT the implementing Official Plan Amendment be forwarded to York Region for approval;
9. THAT the implementing Zoning By-law Amendment be brought forward to a future Vaughan Council meeting in accordance with section 24(2) of the *Planning Act*;
10. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing

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Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law;

11. THAT Draft Plan of Subdivision File 19T-20V002 BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachment 1 and 1a to facilitate a Draft Plan of Subdivision on the Subject Lands consisting of a residential development block (Block 1), creation of a new north-south local street (Street 1-proportionate half only), reserves (Blocks 2 and 3), road widenings (Block 5) and strata block (Street 1) as shown on Attachment 6, which shall be approved to the satisfaction of the City, and York Region, respectively. The Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan. The revised Draft Plan shall be final and binding prior to final approval;
12. THAT Site Development File DA.20.041, BE DRAFT APPROVED subject to the conditions set out in Attachment 2;
13. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“THAT Site Development Application DA.20.041 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 1,177 residential apartment units (2,601 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Committee of the Whole (2) Report

DATE: Tuesday, June 21, 2022

WARD: 4

**TITLE: METRUS (TERRA) PROPERTIES INC.
DRAFT PLAN OF SUBDIVISION 19T-20V002
OFFICIAL PLAN AMENDMENT OP.20.003
ZONING BY-LAW AMENDMENT Z.20.008
SITE DEVELOPMENT FILE DA.20.041
7800 JANE STREET
VICINITY OF HIGHWAY 7 AND JANE STREET**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Files OP.20.003, Z.20.008, 19T-20V002, and DA.20.041 (Metrus (Terra) Properties Inc.) for the Subject Lands shown on Attachment 3, to permit a high-rise mixed-use development with 1,177 residential units consisting of the following:

- Two (2), 50 and 60-storey residential apartment buildings (Towers A and B) with 1,177 units and a 17-storey office building
- A 6-storey shared podium integrated with ground floor retail uses (street related and also fronting the interior breezeway), at-grade residential units, office and residential lobbies and amenity space
- Three (3) levels of above-grade structured parking within the 6-storey podium, and 2 levels of underground parking subject to a stratified title arrangement for the westerly edge of the second parking level, with accesses from the future north-south local street (Street 1)
- The proposed deletion of the east-west local street to be replaced by a mid-block connection subject to a public access easement

- A total Gross Floor Area ('GFA') of 129,104.4 m²
- A total residential GFA of 103,601.5 m²
- A total office GFA of 22,742.60 m² (discount 10,000 m² for FSI)
- A total retail GFA of 2,760.3 m²
- A maximum Floor Space Index ('FSI') of 9.45 times the area of the lot (FSI of 10.24 prior to the exclusion of 10,000 m² of GFA per Vaughan Metropolitan Centre Secondary Plan ('VMCSP') Policy 8.1.1), subject to the acquisition of lands abutting the Apple Mill Road frontage
- A total of 41,227.65 m² combined common indoor and outdoor (rooftop terraces) amenity area

Report Highlights

- The Owner proposes a mixed-use development consisting of two (2), 50 and 60-storey residential apartment buildings with 1,177 residential units, a 17-storey office building, a shared 6-storey podium integrated with ground floor retail, residential units, lobby and amenity areas, with 3 levels of above-grade structured parking and 2 levels of underground parking subject to a stratified title arrangement and accessed from the future north-south local street
- The Owner proposes an increase in building height and density in return for the following community benefits totaling \$11,349,470.00, pursuant to Section 37 of the *Planning Act*:
 - On-site contributions including \$2,185,000.00 towards public art, including a gateway installation at Highway 7 and Jane Street, and streetscape enhancements in the amount of \$315,000.00 along Jane Street
 - Off-site contributions including \$8,849,470.00 towards park enhancements to the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge
- The Owner is required to enter into a Stratified Title Arrangement Agreement ('STAA') with the City to permit a Stratified Title Arrangement for a portion of the underground parking garage (P2 Level) located beneath the future north-south local street as a condition of the Holding Symbol "(H)"
- The Planning and Growth Management Portfolio, VMC Program supports the approval of the proposed development as it is compatible with the existing and planned uses of the surrounding area, subject to conditions of this report

Recommendations

1. THAT Official Plan Amendment OP.20.003 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the VMCSP, to:
 - a) Modify Schedules "A" to "J" to delete the planned east-west local street on the Subject Lands

- b) Modify Schedule “K”, Site Specific Policy Areas, to:
- i. Identify the Subject Lands located at the southwest corner of Jane Street and Apple Mill Road as Area “P”
 - ii. Notwithstanding Policies 5.6.4 through 5.6.10 as it applies for impacted properties along the Black Creek Renewal Corridor and bring in force the “Station Precinct” designation on the Subject Lands
 - iii. Permit the proposed maximum building heights of 50 and 60-storeys for the residential towers with a maximum density of 9.45 times the area of the lot (Floor Space Index – ‘FSI’), subject to the acquisition of lands abutting the Apple Mill Road frontage, subject to the application of Policy 8.1.1, for a deduction of 10,000 m² of office uses from the calculation of density, whereas a maximum building height of 30-storeys and density of 5.0 FSI is permitted
 - iv. Permit an increase to the maximum tower floor plate size from 750 m² as follows:

Tower A (60-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52 (mechanical)

2. THAT Zoning By-law Amendment File Z.20.008 BE APPROVED to:
- a) Amend By-law 1-88, as amended, to rezone the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” with a Holding Symbol “(H)” generally in the manner shown on Attachment 5, together with site-specific exceptions generally identified in Table 1 of this report;
 - b) Permit the bonusing for increased height and density for the proposed Development as shown on Attachments 5 to 12 in return for the following provision of community benefits totaling \$11,349,470.00 pursuant to the policies of VOP 2010 and VM CSP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*:
 - i. On-site contributions including the following:

1. \$2,185,000.00 towards public art, including a gateway installation at Highway 7 and Jane Street, in accordance with the VMC Culture and Public Art Framework and City-wide Public Art Program
 2. \$315,000.00 towards streetscape enhancements above the City's service levels to support the creation of high-quality pedestrian urban environment and the vision of a green avenue
 - ii. Off-Site contributions including the following:
 1. \$8,849,470.00 towards park enhancements to the North Urban Park and to the Edgeley Park and Pond, including the pedestrian bridge, located in the vicinity of Jane Street and Highway 7
3. THAT prior to enactment of the Zoning By-law, the following condition must be fulfilled:
 - a) The Owner shall provide to the City a written confirmation of the transfer in ownership of the Apple Mill Road frontage from the adjacent Owner to be incorporated into the Subject Lands to provide legal access to the development. The Owner shall submit legal registered documents to the satisfaction of the VMC Program. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment to facilitate the transfer of the lands to the Owner's ownership. The Committee's decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied;
4. THAT the Holding Symbol "(H)" shall not be removed from the Subject Lands or any portion thereof, until the following conditions are fulfilled:
 - a) Prior to final approval of Site Development File DA.20.041, the Owner shall submit final legal registered documents to the satisfaction of the VMC Program confirming the transfer in ownership of the Apple Mill Road frontage to be incorporated into the Subject Lands to provide legal access to the Development;
 - b) The Owner shall enter into a Strata Framework Agreement with the City. The Strata Framework Agreement, and subsequent Strata Title Arrangement Agreement, , shall be provided to the City for review and approval for the Strata Road, which shall be finalized and details respecting, but not limited to, access, ownership, operation, maintenance, liability, cross section details, and financial responsibilities (among others) of the parties which shall form the basis of the Stratified Title Arrangement Agreement shall have been agreed upon by the Owner and the necessary agreement(s) shall be executed prior to final approval of the related Draft Plan of Subdivision 19T-20V002, to the satisfaction of the City;

- c) Prior to occupancy, the Subject Lands shall be removed from the floodplain subject to clearance from the Toronto and Region Conservation Authority ('TRCA'). Removal from the floodplain will allow safe access to the Subject Lands. The Owner shall provide documentation including, but not limited to TRCA approved floodplain mapping and modelling and written confirmation from the TRCA and the City that the Edgeley Pond and Park ('EPP') and Highway 7 culvert improvements are completed or substantially advanced to the satisfaction of the TRCA and the City;
5. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 for the community benefits identified in Recommendation 2b), which will be implemented through the Section 37 Density Bonusing Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The \$11,349,470.00 Section 37 Contribution shall be provided through a combination of off-site and on-site community benefits. The on-site benefits include \$2,185,000.00 for public art and \$315,000.00 for streetscape enhancements on Jane Street which shall be provided in the form of a Letter of Credit prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The off-site benefits totaling \$8,849,470.00 towards park enhancements to the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge, shall be provided in the form of a cash contribution, prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The Owner shall pay to the City the Section 37 Agreement Surcharge Fee, and any Public Art Agreement Fee in accordance with the Tariff of Fees for Planning Applications, prior to the execution of the Section 37 Agreement;
6. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and City Clerk be authorized to execute the Section 37 Density Bonusing Agreement, pursuant to the Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation 2b) and 4;
7. THAT prior to the issuance of the first above-grade Building Permit, the Owner and the City shall execute a Public Art Agreement, which will detail the commissioning process and installation of on-site public art, including a gateway installation at the corner of Jane Street and Highway 7, as a public art contribution in the amount of \$2,185,000.00, secured through the Letter of Credit identified in and provided through the Section 37 Density Bonusing Agreement, consistent with the principles of Site 5 Jane Street Green Spine and/or Site 6 Gateways as outlined in the City's VMC Culture and Public Art Framework, to the satisfaction of the City. The Public Art Agreement shall detail the following, but not limited to, public art contribution options; public art contributor triggers/timing,

public art program requirements; the Owner and City responsibilities; accounting requirements; and copyright and maintenance. The Owner shall develop a Public Art Program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Owner shall own and maintain the public art;

8. THAT the implementing Official Plan Amendment be forwarded to York Region for approval;
9. THAT the implementing Zoning By-law Amendment be brought forward to a future Vaughan Council meeting in accordance with section 24(2) of the *Planning Act*;
10. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law;
11. THAT Draft Plan of Subdivision File 19T-20V002 BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachment 1 and 1a to facilitate a Draft Plan of Subdivision on the Subject Lands consisting of a residential development block (Block 1), creation of a new north-south local street (Street 1- proportionate half only), reserves (Blocks 2 and 3), road widenings (Block 5) and strata block (Street 1) as shown on Attachment 6, which shall be approved to the satisfaction of the City, and York Region, respectively. The Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan. The revised Draft Plan shall be final and binding prior to final approval;
12. THAT Site Development File DA.20.041, BE DRAFT APPROVED subject to the conditions set out in Attachment 2;
13. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“THAT Site Development Application DA.20.041 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 1,177 residential apartment units (2,601 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Background

The subject lands (the 'Subject Lands') are located in the Vaughan Metropolitan Centre ('VMC') at the north-west corner of Highway 7 and Jane Street, and municipally known as 7800 Jane Street. The Subject Lands are currently vacant, and previously developed with a commercial plaza and gas station, which has since been decommissioned. The surrounding uses are shown on Attachment 3.

A Public Meeting was held on July 13, 2020 to consider the Applications and Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

The City on May 15, 2020, mailed a Notice of Public Meeting which was circulated to all property owners within 150 m of the Subject Lands, with the expanded polling as shown on Attachment 4 and posted the Notice online as follows:

- a) The City's Online Calendar in April and May 2020
- b) On the City Page, which was posted on the City's website at www.vaughan.ca in May 2020

Two Notice Signs were installed on the Subject Lands, along each of the Highway 7 and Jane Street frontages, in accordance with the City's Notice Signs Procedures and Protocols. No deputations or written submissions were received at the July 13, 2020 Public Meeting.

Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Applications (the 'Applications') have been submitted to permit the Development

Metrus (Terra) Properties Inc. (the "Owner") has submitted the following applications to permit a mixed-use development consisting of two (2), 50 and 60-storey residential towers with a 17-storey office building on a shared 6-storey podium for a total of 1,177 residential units (the 'Development') as shown on Attachments 5 to 12:

1. Official Plan Amendment File OP.20.003 to amend the VMCSPP to modify Schedule "K" Site-Specific Policy Areas to identify the site-specific Amendment Area "P" to permit the following amendments to:
 - a. Modify Schedules A to K of the VMCSPP to delete the east-west local street that bisects the Subject Lands
 - b. Schedule I to increase the maximum building heights from 30-storeys to 50 and 60-storeys for the residential towers and increase the maximum Floor Space Index ('FSI') from 5.0 FSI to 9.45 times the area of the lot, subject to the acquisition of land abutting the Apple Mill Road frontage;

- c. Policy 8.7.18 to increase the maximum residential tower floor plate size to 850 m² in the following manner:

Tower A (62-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62

Tower B (52-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52

- d. Policies 5.6.4 to 5.4.10 as it applies for impacted properties along the Black Creek Renewal Corridor to permit the Development and bring in-force the “Station Precinct” designation on the Subject Lands.

2. Zoning By-law Amendment File Z.20.008 to amend Zoning By-law 1-88 to rezone the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” together with the Holding Symbol “(H)”, in the manner shown on Attachment 5 to permit residential uses, together with site-specific zoning exceptions identified in Table 1 of this Report.
3. Draft Plan of Subdivision File 19T-20V002 to create five blocks, consisting of a high-rise mixed-use development block and the creation of the proportionate half of the future north-south local street (11 m wide) as follows:

<u>Blocks/Roads</u>	<u>Land Use</u>	<u>Area(ha)</u>
Block 1	Mixed-Uses Residential, Office and Retail Uses (Standard Condominium)	0.963
Blocks 2 to 3	0.3 m reserve	0.001
Blocks 4 to 5	Road Widening	0.025
Street 1	New north-south local road (Strata)	0.201

4. Site Development File DA.20.041 to facilitate the development of the high-rise mixed-use development, as shown on Attachment 5, identified as Towers A and B, and the office building.

Previous Reports/Authority

[Item 1, Committee of the Whole \(Public Meeting\) Report No.35 \(July 13, 2020\)](#)

Analysis and Options

The VMC Program supports the Development based on the following:

The Development is consistent with the Provincial Policy Statement, 2020

The Development is consistent with the Provincial Policy Statement, 2020. In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario “shall be consistent with” the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include building strong, healthy communities; the wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. The *Planning Act* requires Vaughan Council’s planning decisions to be consistent with the PPS.

The Development is consistent with the following policies of the PPS:

- Section 1.1.1 by contributing to healthy, liveable and safe communities
- Section 1.1.3.2 by focusing growth and development on settlement areas and promoting a density and mix of land uses that are transit supportive
- Section 1.1.3.6 by allowing new development within designated growth areas having a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public services facilities
- Section 1.4.1 and 1.4.2 by providing an appropriate range and mix of housing options and densities required to meet project requirements of current and future residents of the regional area
- Section 1.5.1 by promoting a healthy and active community by planning public streets and spaces to be safe, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity
- Section 1.6.3 by optimizing existing infrastructure and public service facilities
- Section 1.7.1 by supporting the long-term economic prosperity, providing necessary housing supply and range of housing options for a diverse workforce, enhancing the vitality of the downtown and encouraging a sense of place by promoting well-designed built form and cultural planning

The Subject Lands are located in the VMC, the City’s downtown, which is designated as a Settlement Area by the PPS as a focus of growth and development. The Development provides a compact and mixed use built-form and proposes a density that is transit-

supportive and would contribute to the overall range of housing options and unit typologies within the VMC to support a healthy and livable community.

The Development promotes the efficient use of the lands, reduces land consumption and servicing costs. The Development utilizes municipal infrastructure that is existing, under construction, and/or planned.

The Development would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments including the SmartVMC Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid Transit ('BRT') along Highway 7 (the 'higher order transit'). The Development is less than a 5-minute walking distance to the Black Creek Renewal Corridor in the southeast quadrant and is across the street from the Edgeley Pond and Park in the northeast quadrant. In addition, the Development is within a 5-minute walking distance of the future North Urban Park in the northwest quadrant. The Owner proposes to contribute off-site community benefits to park enhancements in the North Urban Park and Edgeley Pond and Park (pedestrian bridge), as well as on-site benefits in the form of Public Art and streetscape enhancements along Jane Street. Together, these contributions which would add to the planned parkland network within the VMC and a future cultural hub, contributing to the VMC's sense of place and identity. Therefore, the proposal is consistent with the policies of the PPS.

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2019)

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2019). A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) came into effect on May 16, 2019. This new plan replaced the previous Growth Plan for the Greater Golden Horseshoe, 2017. On August 28, 2020, the Province brought into force Amendment 1 (2020) to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2020)"). In accordance with the Places to Grow Act, matters that were commenced before August 28, 2020 shall continue to be disposed of in accordance with the 2019 Growth Plan as it read before Amendment 1. In this regard, the Applications will be reviewed and be required to conform to the 2019 Growth Plan since they were submitted in March and April of 2020. "A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019" (the "Growth Plan") is intended to guide the development of the land; encourage a compact built form; transit-supportive communities; diverse land uses; a range of housing types; and, direct growth to settlement areas that offer municipal and water and wastewater systems. The Growth Plan states that a focus on transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The Development

conforms to the following policies of the Growth Plan:

- Sections 2.2.1.1 and 2.2.1.2 respecting managing population
- Section 2.2.1.4 respecting achievement of complete communities
- Section 2.2.2.1 respecting intensification targets of 50% within a delineated built-up area
- Section 2.2.4.6 respecting the requirement for land uses and built forms to be transit-supportive and meet minimum density requirements within Major Transit Station Areas ('MTSA')

The Development conforms to the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure. It is located near existing and operational higher-order transit and provides housing options at a density that supports the transit investments in the VMC. The Development focuses new growth through the intensification of an underutilized site that provides a mixed-use development with a pedestrian-friendly environment located near higher order transit.

The Development contributes to a complete community by introducing a mix of land uses, unit types and amenity spaces in the VMC that would improve social equity, meet the means of various users and contribute to the betterment of human health. The Development represents a high-quality form where vehicle-demand is reduced, promoting walkability and other modes of transportation which reduces greenhouse gas emissions.

The regional and municipal Official Plans currently do not conform to the Growth Plan policies with respect to the now updated intensification target of 50% (revisions through Bill 108, More Homes More Choice Act, 2019) within built-up areas. While a conformity exercise will be undertaken by York Region and the City, the Development in the interim would assist York Region and the City in meeting the general intensification objectives contained in the in-effect Official Plans.

The Development also meets the mobility objectives of development within the downtown by providing access to higher-order transit facilities, thereby reducing vehicular demand within the VMC. The Development is also located within a Major Transit Station Area ('MTSA') which would encourage, support and promote alternative modes of transportation, such as walking and cycling, through the provision of cycling facilities and amenities in the VMC. Therefore, the proposal conforms to the policies of the Growth Plan.

The Development conforms to the York Region Official Plan

The Development conforms to the York Region Official Plan. The Subject Lands are designated “Urban Area” by the York Region Official Plan (the ‘YROP’) and located within a “Regional Centre”. The Development conforms to the following policies of the YROP:

- Sections 3.5.4 and 3.5.20 by providing a mix and range of affordable housing and smaller unit types, and meeting density and intensification requirements
- Sections 4.1.2, 4.2.2 to 4.2.7 in creating high-quality employment opportunities for residents and locating major office uses within Regional Centres
- Section 4.2.4 and 4.4.1 by providing mixed-use pedestrian environments and ensuring walkable, transit-supportive, and high-quality design for integrated retail uses
- Section 5.2.5 respecting the balance of residential and employment uses within close proximity
- Section 5.3.4 respecting locations of transit stops
- Sections 5.4.5, 5.4.9 and 5.4.16 by providing designs that are urban, compact, pedestrian and cycle friendly and transit-supportive
- Sections 5.4.19, 5.4.20, 5.4.23 and 8.2.3 respecting mixed-use developments within Regional Centres

The Development is urban and compact in built form with 1,177 residential units ranging from 1 bedroom to 3-bedroom units, podium townhouse units at-grade, in a high rise built-form that would contribute to the housing choices in the City to meet the needs of residents and workers in York Region. Family sized units are considered those with 2 or more bedrooms. The Development includes 490, 2 and 3-bedroom units, which represents approximately 41.7% of the total unit count.

The Development contributes to a mix of uses planned in the VMC and would deliver a density to support the existing employment and commercial uses that encourages and optimizes the uses of higher-order transit. The proposed retail uses and major office building would service the needs of the community by providing employment opportunities, contributing to a balanced community.

The Development provides an urban streetscape that complements the adjacent existing and planned employment and commercial uses and provides for accessibility to higher-order transit. The proposed buildings and streetscape designs are high quality, pedestrian-friendly and will encourage active modes of transportation.

The Development supports and achieves an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture and contributes to

a high-quality and sustainable community in the VMC. Therefore, the proposal conforms to the policies of the York Region Official Plan.

Amendments to Vaughan Official Plan 2010 and Volume 2 of Vaughan Official Plan 2010 (the VMCSPP) are required to permit the Development

The Subject Lands are designated “Station Precinct” by the VMCSPP, which forms part of Volume 2 of VOP 2010. This designation permits a broad mix of uses, including residential dwellings, retail and service commercial uses. The Development includes residential and retail uses which conforms to the “Station Precinct” designation. Office uses are required by Schedule G – Areas for Office Uses on the southerly portion of the development block facing Highway 7. The proposal includes a 17-storey office building on the south-east corner of the development block; therefore satisfying this policy.

In accordance with Schedule J – Floodplain and Environmental Open Spaces of the VMCSPP, an existing floodplain is located on the Subject Lands. An amendment is proposed to permit Development by removing the floodplain from the Subject Lands to the satisfaction of the Toronto and Region Conservation Authority (‘TRCA’), and exclude policies 5.6.4 to 5.6.10, thereby bringing in-force the “Station Precinct” designation on the Subject Lands.

Schedule C – Street Network identifies a local street (20-22 m) traversing east-west through the Subject Lands. An amendment to delete this segment of the east-west local road is proposed, which will be discussed later in this report.

The VMCSPP permits a building height range between a 5-storey minimum to a 30-storey maximum and a density (FSI) range between 2.5 minimum to 5.0 maximum times the area of the Subject Lands by Schedule I – Height and Density Parameters.

Policy 8.7.18 permits a maximum tower floorplate size of 750 m². An amendment is proposed to increase the tower floorplate area a maximum of 850 m².

The following amendments to VOP 2010, Volume 2, specifically the VMCSPP, are required to modify Schedule “K” to identify the Site-Specific Policy Area “P” to permit the following:

- a) Modify Schedules A through K of the VMCSPP for the proposed deletion of the east-west local (20-22 m) street from the Subject Lands;
- b) Schedule I, an increase in the maximum building heights for Towers A and B from 30-storeys to 50-storeys and 60-storeys, subject to the registration of a Section 37 Agreement and payment of a Section 37 Contribution;
- c) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 9.45, subject to the acquisition of lands

abutting the Apple Mill Road frontage (subject to application of Policy 9.3.3, 10,000 m² of office uses may be deducted from the calculation of density), subject to the registration of a Section 37 Agreement and payment of a Section 37 Contribution

- d) An increase to the tower floorplate size from 750 m² to 850 m² for Towers A and B as follows:

Tower A (60-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52 (mechanical)

Other proposed amendments include identifying a maximum residential GFA of 103,601.5 m²; and a required minimum of 25,502.9 m² GFA (or 19.8%) of the overall development to consist of non-residential uses.

The VMC Program supports the proposed amendments to VOP 2010 and the VM CSP

Section 1.5 of VOP 2010, The Vision for Transformation: Goals for the Official Plan, identifies the VMC as a provincially designated Urban Growth Centre (UGC), given its location along Highway 7 and the terminus of the Toronto-York Spadina Subway Extension. The VMC is Vaughan's downtown with the highest density node in the City and a focus for civic activity, business, shopping, entertainment, and living. Policy 2.1.3.2, Defining Vaughan's Transformation: Key Planning Objectives, addresses Vaughan's main land use planning challenges and the management of future growth by directing a minimum of 29,300 residential units through intensification within the built boundary, promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and providing a diversity of housing opportunities.

Policy 2.2.5, Intensification Areas, identifies the VMC as the City's downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan.

The proposed density and unit mix, along with proposed retail and office uses, provide increased housing and employment opportunities and the Subject Lands have access to higher-order transit to support the intensification being proposed.

The VMCSPP provides several objectives for the VMC, including the following:

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and critical mass of people
- 3.5 Optimize existing and planned investments in rapid transit
- 3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system
- 3.7 Develop a generous and remarkable open space system
- 3.8 Make natural features and functions a prominent part of development
- 3.9 Ensure development incorporates green infrastructure and green building technologies
- 3.10 Ensure all development exhibits a high-quality of urbanity, materials, and design

The Subject Lands are designated “Station Precinct”, which provides a broad mix of uses to support the highest densities within the downtown due to close proximity to the VMC Subway Station and higher-order transit facilities. The Development is highly accessible, optimizes and encourages the use of existing transit infrastructure. The proposed density contributes to the density targets of 200 people and jobs per hectare by 2031 in the VMC UGC and will support the establishment of a complete community. The Development satisfies these objectives of the VMCSPP.

Regional Floodplain

The Subject Lands are identified by Schedule J – Floodplain and Environmental Open Spaces, and subject to Policies 5.6.4 to 5.6.10 which relate to development and site alterations within a regulatory floodplain area. It is the City’s position that for this site, as well as other impacted properties along the Black Creek Renewal Corridor, that until such time as the Policies of 5.6.6 through 5.6.8 of the VMCSPP are met to the satisfaction of the City, the TRCA and the Ministry, the land-use designation of the Secondary Plan is not in force. Currently, the only existing uses as of the day this Plan is approved, and any associated construction works related to the Black Creek remediation are permitted. Upon the above policies being satisfied, the uses permitted within the “Station Precinct” shall apply.

The Toronto and Region Conservation Authority has no objection to the Applications proceeding, provided the Edgeley Pond & Park and Highway 7 Culvert Improvements are constructed or substantially advanced

The Owner has met with the City, York Region and TRCA to resolve the outstanding existing floodplain issue in light of the ongoing municipal infrastructure projects (i.e. Black Creek Renewal and Edgeley Pond and Park) in the VMC. In recognition of development demand, there has been a critical need to ensure seamless coordination between infrastructure projects to mitigate floodproofing in the area and the proposed private developments that are currently encumbered by flooding.

Based on discussions between the TRCA and the City, a formal commitment has been made by the City in their financial strategy for the Edgeley Pond and Park and Black Creek Renewal Project to ensure that the necessary upgrades to the existing culverts under Highway 7 are prioritized. The City has awarded a Technical Advisor (TA) assignment who will undertake design and prepare appropriate documentation to construct the required elements and implement the requirements identified by the VMC Municipal Servicing Master Plan, the Black Creek Renewal EA (previously Black Creek Optimization Study EA) and the Detailed Design for Edgeley Pond and Park. Accordingly, the City has committed to accelerating the completion of works, which include, but are not limited to, increasing the conveyance of culverts under Highway 7 to accommodate regional storm flow volumes. These alterations will form the early works of this contract and will effectively mitigate the previously identified flood risk for the properties around Edgeley Pond, north of Highway 7. A detailed schedule of work will be developed by the TA. Once complete, development can advance simultaneously with the City's vision, as described in the Black Creek Renewal EA (previously Black Creek Optimization Study EA) and the Detailed Design for Edgeley Pond and Park.

The timing associated with the first phase of the renewal and the development on the Subject Lands may provide the Owner with the opportunity to construct a foundation coincident with the construction of the early works that TRCA requires to mitigate the flood risk concerns north of Highway 7 and west of Jane Street. These works are identified within the critical path of the project and will be prioritized through the construction process and be integrated with delivery of the development of 7800 Jane to ensure it is outside of the flood plain and safe access is available prior to occupancy.

Provided the above is completed, the TRCA advises that interim site-specific floodproofing or Holding Symbols will not be required, which would normally be required for development proposals in context of ongoing municipal infrastructure projects. On this basis, the TRCA and the City and Province are satisfied that the requirements Policies 5.6.6 through to 5.6.8 are met and the designation "Station Precinct" shall come into force, only upon the Edgeley Pond and Park and Highway 7 Culvert and Improvement Works being completed or substantially advanced to the satisfaction of the City and TRCA. Prior to occupancy, the Subject Lands shall be removed from the floodplain, which will allow safe access to the Subject Lands. A condition to this effect

is included in the Recommendations of this report to ensure that all necessary works have been substantially advanced to ensure the Subject Lands are located outside of the floodplain.

The Development is located within close proximity to higher-order transit, building on the vision of the VMC to provide a walkable, accessible, diverse, vibrant, green development that is compact

The Development is less than a 5-minute walking distance to the Black Creek Renewal Corridor and across the street from the Edgeley Pond and Park. The Development will also be within close proximity to the future North Urban Park to the north-west of the Subject Lands, as designated by the VMC. While the site has been optimally designed to provide a compact development, the Development includes generous outdoor (rooftop) and indoor amenity areas, and private balconies to serve its residents.

The site occupies a prominent location within the VMC, bounded by Jane Street to the east, Highway 7 to the south, and Apple Mill Road to the north, which provide generous public frontages with opportunities to implement the vision for green streets. The building design offers active frontages with a mix of uses including at-grade townhouse podium units, retail, and double-height podium lobby spaces for residential and office accesses to animate the Highway 7, Jane Street and Apple Mill frontages which contribute towards supporting the establishment of a complete community in Vaughan's downtown.

The Development's access is contingent upon the complete construction of the Owner's portion of the proposed north-south local street to the west of the development block which will allow complete access from Apple Mill Road and Highway 7. Presently, the proposal only includes providing the proportionate half of this local street (11 m right-of way ('ROW')), as part of the required 20-22 m north-south street by Schedule C – Street Network, Policy 4.3.3. As such, the Owner will provide an interim condition for the road which will be completed in its ultimate condition upon the development to the west being realized. The Development would also have the effect of dedicating a portion of the new local public street, which will connect with the existing cycling network around the Subject Lands. The construction and dedication of this future north-south street would contribute to the finer grid of connectivity in the VMC. The Development as proposed, complements the adjacent future developments and is designed to promote all means of transportation.

An urbanized streetscape design along the development frontages would include street trees, which in time, will be a defining feature of the downtown and contribute to beautiful and comfortable streetscapes. The Owner has agreed to provide contributions towards streetscape enhancements to Jane Street to achieve the vision of a green

avenue, in exchange for additional building height and density for this development, which is discussed further below in this report.

A stratified title arrangement on Street 1, the north-south local street, is required to permit an underground parking garage partially beneath the street

The stratified title arrangement is supported as the Development provides approximately 22,742.60 m² of Class-A office along the prominent corner of Highway 7 and Jane Street in accordance with Policy 4.3.6 of the VMCSPP. The encumbrances proposed beneath the local street are limited to the proportionate half (11 m ROW) of the local north-south street and consist of encroachment at the P2 level of underground parking beneath the boulevard. As a condition of approval, the Owner will be required to enter into a satisfactory strata title arrangement to mitigate strategies for risks associated with strata title arrangements (roads), including but not limited to required standards and provisions for construction and maintenance of the subsurface infrastructure, and liability issues to the satisfaction of the City.

The Development also proposes deletion of the east-west local street which traverses through the Subject Lands as shown on Schedule 'C' – Street Network of the VMCSPP but terminates at the planned north-south street and does not extend westerly through the quadrant. The deletion is proposed to allow for a compact development and optimize the full build-out potential on-site. Through consultation with York Region Community Planning and the VMC Program's Transportation Division staff, it was determined that the impact on the transportation network functionality and operations onto the surrounding road network is expected to be minimal as this connection would only provide an access from the planned north-south street to Jane Street, one urban block length. The provision of the pedestrian mid-block connection in-lieu of the east-west road continues to offer pedestrian permeability and access to Jane Street and the Owner has agreed to provide compensation for loss of public parking and at-grade curbside pick-up/drop-off activity, as a condition of Site Plan. The Owner shall provide a public-access easement over the pedestrian mid-block connection to the City free and clear of encumbrances. A condition to this effect is included in the Recommendations of this report.

Staff have examined the supporting materials provided to justify deleting the east-west link and have determined that there is minimum impact of the link elimination to the capacity and traffic operations of the road network. Furthermore, network connectivity for pedestrians will be enhanced through the site by sidewalks or pedestrian pathways within landscaped open spaces and the access points for the cyclists will remain intact. The deletion of this street segment will be replaced by a breezeway, also referenced as the mid-block connection, lined with active uses including retail, and lobby spaces integrated within the ground floor level of the Development.

The inclusion of the proposed breezeway is supported as access to Jane Street from the planned north-south local street south of Apple Mill Road will continue to offer the pedestrian east-west connection via cycling and walking. The Subject Lands' location within the VMC Mobility Hub afforded the opportunity to address a paradigm shift in modes of transportation from a vehicular to a pedestrian and transit-oriented development that is supported by the breezeway and surrounding landscape along the regional roads to satisfy the objectives of the VMCSPP to optimize connectivity while providing flexibility for a range of development scenarios.

The Owner shall acquire the additional lands south of Apple Mill Road to be consolidated with the landholdings to provide legal access onto the proposed north-south local street

The Subject Lands currently do not include a portion of the landscaped area abutting the Apple Mill Road frontage as it is currently under a separate ownership, as shown on Attachment 6. In order to obtain legal access, the Owner must provide confirmation of the transfer and acquisition of lands from the adjacent landowner, for the purpose of providing legal access, once incorporated into the Subject Lands, and that such transfer documents are registered on-title. Prior to obtaining Site Plan approval, the Owner shall provide final legal documentation confirming that the transfers that are registered on-title has been completed. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment, to facilitate the transfer of the lands into the Owner's ownership. The Committee's decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied. A condition of approval as a provision of the Holding Symbol "(H)" and Site Plan is included in the recommendations of this report.

The Owner shall submit a revised Draft Plan to the City to include the consolidated lands, prior to final approval of the Plan and Site Plan

Upon completion of the land transfer, prior to final approval of the Draft Plan and Site Plan, the Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan, as shown on Attachment 6. The revised Draft Plan shall be final and binding prior to final approval. A condition to this effect is included in the Recommendations of this report.

The Development conforms with the built form policies of the VMCSPP

Policies 8.7.1 to 8.7.25 of the VMCSPP relate to building design that promotes pedestrian comfort through building façade treatments, lobby frontages, podium and tower designs and building materiality. This entails a well-articulated podium expression and tower

massing, and the specific placement of the building entrances at the ground level with high-quality landscape treatments. The Development supports a comfortable pedestrian realm along the frontages of the Subject Lands.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled street walls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. The Development meets the intent of Policy 8.7.12 respecting building height by providing a varied, interesting skyline with the 50 and 60-storey towers, and the 17-storey office tower. The built-form and streetscape relationship also meets the intent of this policy by providing beautiful streetscapes and a built-form design that is comfortable for and inviting to pedestrians.

Policy 8.7.18 as it relates to *Massing* further requires tower elements of high-rise buildings to be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum tower floor plate shall be 750 m², which would allow for limited shadow impacts on the streetscape and skyline. The Development proposes an amendment to this policy to permit an 850 m² tower floor plate within each residential tower. The proposed 850 m² tower floor plate is supported by staff based on the merits of the application which provides a major mixed-use component that is commensurate with the building height and density proposed for this project.

The Development achieves a performance level of Gold, exceeding the minimum Silver Sustainability Metrics Threshold Scores for Development in the VMC

The Development achieves an Overall Application Score of 69 points (Gold) which exceeds the minimum Silver Threshold Score towards the City's Sustainability Metrics Program for projects in the VMC. It is anticipated that additional sustainability, energy and water conservation initiatives will evolve through the development review once the building design has been confirmed. Currently, the Development satisfies goals related to water conservation and walkability, given its proximity to the higher order transit. These goals include Low-Impact Development (LID) measures, underground storage tanks for water re-use and other water conservation methods within the building. The building designs and locations of lobby entrances provides for safe pedestrian walkways to and from public transit stops, future park locations, recreational pathways and shops. Other sustainable features include the provision of tree plantings on surrounding streets, accessible barrier-free designs, geothermal energy for heating and cooling, inclusion of long-term bicycle parking to facilitate mobility and reduce car dependency, reduction to heat island effects by reducing impervious surfaces, reduction to light pollution, use of green roofs and recycled/reclaimed materials. The Owner is encouraged to work with staff to maintain and provide further sustainability measures through the completion through their Site Development proposal.

Overall, the Development would contribute to a varied skyline within the VMC and satisfy the objectives of the VMCSPP to optimize connectivity while providing flexibility for a range of development scenarios. Building setbacks, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied street wall, and a pedestrian-first experience.

The Development was considered by Vaughan Design Review Panel

The Design Review Panel (the 'Panel'), on October 29, 2020 considered the Development. The Panel commended the vision and ambition of the project and was encouraged to see a great effort in the integration of sustainability design features to the proposal.

The Panel noted that the programming, design and location of the proposed building frontages offered good animation potential throughout the block to serve the surrounding context in a positive manner. The Development recognizes the importance of anchoring the corner and creating a grand, iconic gateway yet addresses a more intimate human scale at the public realm level. The Panel encouraged the Owner to further improve the human scale and fine grain nature of the space by providing intimate seating, plantings and elements to allow for an inviting space. The locations of the main office and residential lobby entrances are located suitably to activate all corners, which include the addition of the townhouse frontages along the north-south road. The centralized loading and parking ramp accesses is commendable and allows for a better public realm.

Respecting the landscape approach, the Panel noted the high-level ambitions and thoughtfulness, particularly along the Apple Mill boulevard and the roof-top amenity terraces, which provide a rich and significant amount of plantings to create a desirable outdoor amenity space. The Panel recommended that additional plantings and trees be proposed to enhance the landscape design along Highway 7 to reinforce the strategy of a threshold to Edgeley Pond and Park. The Panel recommended creating equal opportunities for pedestrians with a focus on design and providing ample amounts of seating.

The Panel commended the overall success of the design which incorporates a variety of massing forms, materials, and design articulation to successfully integrate into the landscape. However, the Panel expressed concerns potential adverse wind tunneling impacts. The Panel recommended the inclusion of retail and other active uses (signage and identity strategy) to animate the breezeway space and the incorporation of CPTED principles to ensure safety remains a priority. The programming within the overall

ground floor design should be flexible to accommodate other programs and uses should retail viability not be successful.

The Panel noted that there is an excellent opportunity to incorporate a significant public art element at the corner of Highway 7 and Jane Street to help the project transition to an at-grade pedestrian scale that is inviting and allows pedestrians to stay and enjoy the space. The Owner has agreed to provide an on-site contribution in the amount of \$2,185,000.00 towards public art and \$315,000.00 towards streetscape enhancements along Jane Street to activate this anchor gateway to the VMC.

Following a series of design workshops to prioritize design matters raised by the Panel and Staff, VMC Program staff are satisfied that the Owner has addressed the main comments of the Panel through refinements in the Development, subject to the Recommendations of this report as shown on Attachment 2.

The Development represents good planning. The Owner will provide community benefits in exchange for increased building height and density pursuant to Section 37 of the Planning Act.

To facilitate the Development, amendments to the VMCSPP to allow an increase to the maximum permitted FSI from 5.0 times the area of the lot for 9.45 FSI, subject to the acquisition of land abutting the Apple Mill Road frontage, and to permit a maximum building height of 50 and 60-storeys for the residential towers is proposed. Pursuant to Section 37 of the *Planning Act*, the policies of the VMCSPP and VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize any increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height and density.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMCSPP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services, or matters provided that the following criteria are met:

a. Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMCSPP and ensure consistency with applicable built form and neighbourhood compatibility objectives. The Development is consistent with the PPS and conforms to the Growth Plan and the YROP. The increase in the maximum building height and density reflected in the Development is proposed through Section 37 of the *Planning Act*. In Section 3 of the City’s Guidelines for the Implementation of Section 37 of the *Planning Act*, “good planning” includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the

Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development as shown on Attachments 5 to 12, staff have determined it represents good planning.

The Development is aligned with the following objectives contained in the VM CSP:

- i. A downtown: “to establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people.”
 - A critical objective of the VM CSP is to concentrate new development in the downtown and to achieve a vibrant mixed use urban centre. The Development would contribute to achieving the required critical mass and mix of uses to support the investments in the transit infrastructure, while also helping to develop a strong identity and sense of place required to create a successful downtown.
- ii. High transit usage: “optimize existing and planned investments in rapid transit.”
 - The Development capitalizes on the VMC’s locational advantage, being the convergence of the regional bus network (the SmartVMC Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and employment densities are developed as vibrant places of activity and major regional destinations. The short walking distances to the higher-order transit through the planned network of streets and open spaces would contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.
- iii. Design excellence: “ensure all Development exhibits a high quality of urbanity, materials and design.”
 - The Development incorporates an architectural form that frames and addresses the surrounding streets. Although the Applications propose to delete the east-west road, a public access easement is to be provided over the pedestrian mid-block connection to ensure that connectivity is protected, and the design of the mid-block connection will follow the City’s streetscape and service level standards. The Development has also been revised through staff and DRP guidance to improve the site organization, architectural design of the podium, and building materiality. The VMC Program is generally satisfied with these revisions and with the overall built form proposed for the Development. Subject to

the Recommendations of this report, the revised site plan, building elevations and landscape plan shall be submitted and approved to the satisfaction of VMC Program staff.

The Development is considered good planning in consideration of the overall existing and planned area context. Therefore, the proposed increase in the maximum building height and density in return for the provision of community benefits is appropriate.

b. Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in building height and/or density of Development otherwise permitted in Schedule I of the VMCSPP, in return for the provision of community benefits in the VMC. VOP 2010 identifies community benefits that may qualify, including:

- Public art contributions
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City's standard levels of service or facilities
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated in the City's standard levels of service

In accordance with the City's "Guidelines for the Implementation of Section 37 of the Planning Act", the City and the Owner have agreed to the increase in building height and density in return for a community benefit, pursuant to Section 37 of the Planning Act. The contribution is equivalent to \$2,185,000.00 towards on-site public art, including a gateway installation at Highway 7 and Jane Street, and \$315,000.00 streetscape enhancements along Jane Street, along with an additional \$8,849,470.00 towards off-site park enhancements in the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge. This contribution is supported by the objectives of the VMCSPP and would directly benefit and service the parkland and social infrastructure needs of the population and workers in this quadrant of the VMC, and is in keeping with the vision of attracting people from across the City and Region by establishing a unique identity and civic role for the VMC.

c. Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through the provisions of adequate infrastructure that support the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are built and operational, are all infrastructure improvements that support the Development. The Owner's Section 37 contribution to the Edgeley Park and Pond,

North Urban Park enhancements, public art and streetscape enhancements would benefit the future residents of the Development and the visitors to the VMC. The City's goal is to achieve a complete community within a true mixed-use downtown. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Agreement to permit an increase in the maximum permitted building height and density, prior to the enactment of the implementing site-specific Official Plan Amendment and Zoning By-law Amendment. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law for Planning Applications. A condition to this effect is included in the Recommendations of this report. In addition, servicing allocation for water and sewage capacity for the proposed 1,177 residential units have been recommended for approval as per the Recommendations of this Report.

Amendments to Zoning By-law 1-88 are required to permit the Development. The Applications are subject to By-law 1-88 under the Transition Provisions “1.6.3.3 Other Approvals” of the new Comprehensive Zoning By-law (the ‘CZBL’)

On October 20, 2021, Council enacted By-law 001-2021 as the new Vaughan Comprehensive Zoning By-law. On March 1, 2022, the Development Planning Department brought forward a Committee of the Whole Report to amend the transition provisions of Zoning By-law 001-2021, which includes allowing Council decisions on development applications that were made prior to the passing of Zoning By-law 001-2021, to be recognized. The revised transition provisions of Zoning By-law 001-2021 were ratified and enacted by Council on March 22, 2022. The revised transition provision of Section 1.6.2.6 of Zoning By-law 001-2021 will allow the Council approval under Zoning By-law Amendment File Z.20.008 to be recognized.

The Subject Lands are zoned “C7 Service Commercial Zone” by Zoning By-law 1-88, as amended, which does not permit the mixed-use development. The Owner proposes to amend By-law 1-88 by rezoning the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” with the Holding Symbol “(H)” to permit the mixed-use permissions, together with the following site-specific zoning exceptions to permit the Development as shown on Attachments 5 to 12:

Table 1:

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
a.	Definition - "Lot" and "Stratified Arrangement"	<p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot.</p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade.</p>	<p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot. This definition shall also apply to the below grade elements subject to Stratified Arrangements.</p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade. These encumbrances include any portions of the building below grade, which may include an underground parking structure.</p>
c.	Permitted Encroachments	0.6 m to any lot line	<p>A canopy may encroach a minimum of 0.6 m into the required rear (Apple Mill Road) or exterior yard (Jane Street)</p> <p>0.6 m to the pinch point of the daylight triangle at Apple Mill Road and Jane Street</p> <p>0.6 m to the canopy for the encroachment at Jane Street</p>
d.	Minimum Yard Requirements	Front Yard – 3 m (Highway 7)	0 m to daylight triangle (Highway 7) only at the pinch point of the south-east corner of the office building

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
		<p>Exterior Side Yards - 3m (Jane Street & Street 1)</p> <p>Rear Yard – 6 m (abutting residential) and 3 m (abutting non-residential)</p>	<p>1.5 m (at-grade) abutting residential uses (Jane Street and Street 1 – exterior)</p> <p>0 m (above Level 3 to 6) abutting residential uses at the last corner residential unit (Jane Street – exterior)</p> <p>1 m abutting non-residential uses (Street 1 - exterior)</p> <p>2 m to a daylight triangle (Corner of Jane Street and Apple Mill Road – rear)</p>
e.	Minimum Build-To Zone Requirements	80% of the length of the street line abutting al streets, shall have buildings located within the build-to-zone	This provision shall not apply.
f.	Maximum Building Height	25-storeys (Schedule A2 By-law 1-88 and By-law 144-2009)	<p>Notwithstanding Schedule A2 of By-law 1-88, and By-law 144-2009, the following provisions for maximum building height shall apply:</p> <p>Tower A – 185.5 m (60 storeys)</p> <p>Tower B – 156 m (50 storeys)</p>
g.	Minimum GFA of Commercial Uses at-grade	60%	50%

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
h.	Minimum Landscape Requirement	Areas of land for no purpose other than landscaping and driveway access shall be located adjacent to street lines	<p>1.5 m along Jane Street</p> <p>2 m along North-South Street</p> <p>5 m along Apple Mill Road, Highway 7 or associated daylight triangle</p> <p>For the purpose of clarity, an exhaust shaft shall be permitted within the landscaped portion along Jane Street and Apple Mill Road</p>
i.	Minimum Building Setbacks (Below-Grade)	1.8 m	0 m to the underground parking garage (Jane Street, Highway 7, Apple Mill Road, North-South Road)
j.	Maximum Residential Density	<p>67 m²/dwelling unit</p> <p>12,610 m²/67 m² = 189 units</p>	<p>The provision of Section 5.1.5 as it relates to minimum density in Schedule A2 shall not apply</p> <p>For the purpose of clarity, Floor Space Index ('FSI') shall be calculated based on the ratio of gross floor area (GFA) to the land area. For clarity, the land area shall include all road conveyance lands and road widenings. The definition of GFA shall exclude bicycle parking spaces within a building.</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
			Overall FSI of 9.45 times the area of the lot, subject to the acquisition of lands abutting the Apple Mill Road frontage
k.	Minimum Parking Space Requirements	<p><u>Retail Uses</u></p> <p>Min: $2760.3 \text{ m}^2 \times 2.5 \text{ spaces}/100 \text{ m}^2 = 69 \text{ spaces}$</p> <p>Max: $2760.3 \text{ m}^2 \times 4.0 \text{ spaces}/100 \text{ m}^2 = 111 \text{ spaces}$</p> <p><u>Office Uses</u></p> <p>Min: $22,724.6 \text{ m}^2 \times 1.5 \text{ spaces}/100 \text{ m}^2 = 340.8 \rightarrow 342$</p> <p>Max: $22,724.6 \text{ m}^2 \times 2.5 \text{ spaces}/100 \text{ m}^2 = 569.1 \rightarrow 569$</p> <p><u>Residential Uses</u></p> <p>1BR/Bach: $687@0.7/\text{unit} = 480.9 \rightarrow 481$</p> <p>2BR: $451@0.9/\text{unit} = 405.9 \rightarrow 406$</p> <p>3BR: $39@1.0/\text{unit} = 39$</p> <p>Total Residential = 926</p> <p><u>Visitor Spaces</u></p> <p>$1177 @ 0.15/\text{unit} = 177$</p> <p>Non-Residential (Retail, Office, Visitor) Total = 589</p>	<p>Residential Parking</p> <p>$1,177 \times 0.37 \text{ spaces/unit} = 436 \text{ units}$</p> <p>Shared Non-Residential Parking</p> <p>A total of 487 shared parking spaces shall be provided for the following uses:</p> <p><u>Retail Uses</u></p> <p>$2,760.3 \text{ m}^2 \times 2.0 \text{ spaces}/100 \text{ m}^2$</p> <p><u>Office Uses</u></p> <p>$22,724.6 \text{ m}^2 \times 1.2 \text{ spaces}/100 \text{ m}^2$</p> <p><u>Visitor Parking</u></p> <p>0.15 spaces per residential unit</p> <p>A total of 923 parking spaces will be provided, where 436 spaces are devoted to residential uses and 487 spaces shall be provided as shared parking between residential visitor, office, retail parking.</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
		Overall Total Required Parking = 1,515	
I.	Minimum Loading Space Requirements	Six (6) loading spaces are required for commercial uses <u>Loading Space Dimensions</u> 9 m (l) x 3.5 m (w)	A minimum of (1) loading space is permitted for commercial uses A loading space shall be 6 m(l) x 3.5 m (w) is permitted for a maximum of 3 residential loading spaces

In addition to zoning exceptions in Table 1, the following site-specific zoning provisions among others, will also be included to ensure that the site development proposal for the Subject Lands reflects an urban built form and public realm:

- Maximum Overall GFA shall not exceed 129,104.4 m², subject to payment of the associated Section 37 contribution
- Maximum residential GFA shall be 103,601.5 m²
- A minimum non-residential GFA shall be 25,502.90 m²
- A minimum ground floor height shall be 5 m
- Minimum Tower setback from the podium along each ROW shall be 3 m
- A minimum distance between any building portion above the first 9.5 m of Towers A and B shall be 25 m
- Minimum common amenity area (indoor and outdoor combined) shall be 35.03 m² per unit

The VMC Program supports the zoning exceptions in Table 1 along with these additional site-specific provisions noted above on the following basis:

a) Site-Specific Development Standards

The proposed zoning standards identified in Table 1 would permit a development that creates a compact built form and pedestrian realm relationship that is supported in a downtown environment with access to higher-order transit to promote active transportation. The site-specific development standards (setbacks, landscape strip widths, maximum GFA, canopy projections, building heights, and ground floor heights etc.) can be supported as it would enable a compact and urban built form that

represents good planning. The reduced building setbacks and landscape strips provide for a compact development. Adequate buffering between the public and provide realms will continue to be provided with hardscape elements. The proposed building heights are appropriate in context and provide a high-rise compact built form and pedestrian realm relationship that is supported by a downtown environment with access to higher-order transit. The site-specific development standards are reflective of the submitted site plan and would facilitate the development proposal as shown on Attachments 5 to 12.

b) Parking and Loading Space Requirements

The VM CSP states that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes parking rates which capitalizes on the existing transit infrastructure and are considered appropriate to encourage non-automobile travel and reflective of standards to support high-density developments in a transit-oriented area. The parking rates as proposed have the capacity to accommodate the Development and are supported by the City's Transportation staff. The proposed amendments to the loading space and drive-aisle width requirements are also supported by staff as these amendments will accommodate compact loading vehicles (i.e. mini vans and loading trucks) and will not impact the loading/unloading operations given the required number of loading spaces (residential uses) has been maintained. Accordingly, staff can support the amendments as proposed.

The Cultural Heritage Division of the Development Planning Department supports the approval of the Development, subject to conditions

In areas that have been cleared of concern for archaeological resources, the Owner is advised that:

- a) Should archaeological resources be found on the property during construction activities, all construction activity and work must cease, and the Owner shall notify the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division immediately
- b) If human remains are encountered during construction activities, the Owner must cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer

Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

A condition to include the above clauses in the Site Plan Agreement is included in the Recommendations of this report as shown on Attachment 2.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Applications, and a permit under Ontario Regulation 166/06 is required prior to any works taking place

As per Schedule J – Floodplain and Environmental Open Spaces of the VMCSPP, the Subject Lands are identified as containing an existing floodplain, in which Policies 5.6.4 to 5.6.10 of the VMCSPP apply. The Subject Lands are located within the TRCA's Regulated Area due to a Regional Storm floodplain associated with Black Creek that covers a significant portion of the site. Accordingly, a permit under Ontario Regulation 166/06 is required from the TRCA prior to any works taking place. In principle, the TRCA has no objection to the Applications for the reasons outlined below.

In March of 2020, the TRCA identified concerns with the Development as retrofits to the existing Edgeley Pond were planned to improve stormwater management and flood controls and ecological functions for the Black Creek north of Highway 7. To date, these works have not yet commenced. The retrofits will incorporate infrastructure upgrades, including the twinning of the existing culvert under the intersection of Highway 7 and Jane Street, in order to remediate the existing flood condition at the intersection of Highway 7 and Jane Street. Accordingly, the TRCA initially identified the following conditions which must be met to the City and TRCA's satisfaction:

- a) Implementation of the Edgeley Pond upgrades accompanied by updated flood line mapping based on as-constructed drawings prepared by a qualified engineer and approved by TRCA, which confirms the Subject Lands have been removed from the Regional Storm floodplain, and the Development meets the programs, regulatory and policy requirements of the TRCA. If the site is still not out of the Regional Storm floodplain with a buffer, then the Hold remains in place until clause (b) is satisfied.
- b) Implementation of the culvert twinning under Highway 7 accompanied by updated flood line mapping based on as constructed drawings prepared by a qualified engineer and approved by TRCA, which confirms the subject lands have been removed from the Regional Storm flood plain and the development meets the programs, regulatory and policy requirements of the TRCA. Only at that time, if the site is out of the Regional Storm flood plain, with a buffer, can the hold be released.

To date, the TRCA has met extensively with City staff, York Region and the Owner's consulting team to discuss the existing floodplain issue relative to the on-going municipal improvement projects (i.e. the Black Creek Renewal and Edgeley Pond and Park) in the VMC. The TRCA has been a partner in the planning, design, and review of the Environmental Assessment processes and associated detailed design of the noted projects. As development demands have become more prevalent in the VMC, the TRCA has recognized the critical need to ensure seamless coordination between the infrastructure projects that will mitigate flooding in the area and the proposed private developments on the lands that are currently encumbered by flooding. Particularly, the necessary upgrades to the existing culverts under Highway 7 remain a priority, which the City is committed to delivering as part of the financial strategy for the Edgeley Pond and Park and Black Creek Renewal Project. The City has also committed to accelerating the completion of the works which will include, but are not limited to, increasing the conveyance capacity of culverts under Highway 7 to accommodate regional storm flow volumes to effectively mitigate the flood risk on the properties that are abutting the Black Creek corridor north of Highway 7.

The Owner is required within their development agreements with the City to commit to the design-build schedule and acknowledge and indemnify the City and TRCA from the risk that they are accepting in advancing the early stages of their development (i.e. foundation construction) coincident with the early stages of the Edgeley Pond and Park and Black Creek projects. Accordingly, the TRCA no longer requires interim site-specific floodproofing or Holding Symbols which would normally be imposed for Developments in context of on-going municipal infrastructure projects. The Owner shall satisfy any requirements of the TRCA subject to the conditions of Draft Approval, identified in the Recommendations of this report in Attachments 1, 1a and 2 a as it relates to Site Plan and Draft Plan of Subdivision, and as per the Holding Provision in the Recommendations of this report.

The Development Engineering Staff, VMC Program Division of the Policy Planning and Special Programs Department has no objection to the Applications

The VMC Program Division of the Policy Planning and Special Programs Department has reviewed the Applications and have no objection to the Applications in-principle. Final engineering plans and reports including the grading, servicing, erosion sediment control plans, Functional Servicing Report (FSR), Stormwater Management Report (SWM), Geotechnical and Hydrogeological Investigation Report, Noise Impact Study, Strata Feasibility Report, Traffic Impact Study and Transportation Demand Management Plan, shoring excavation plans, photometric exterior lighting plans, dewatering plans, must be approved to the satisfaction of the VMC Program Division of the Policy Planning and Special Programs Department, along with any outstanding review fees that must be paid prior to the registration of the Plan of Subdivision and the final

approval of the Site Development. Conditions to this effect are included in the Recommendations of this report as shown on Attachments 1, 1a, and 2.

The Owner shall enter into a Subdivision Agreement with the City (Draft Plan of Subdivision File 19T-20V002) for the conveyance of the north-south local street (11 m half-road) with a stratified title arrangement and extension of municipal services to the satisfaction of the Development Engineering division, VMC Program

The Owner shall convey sufficient property for half of the local road (11 m) along the west limit of the Subject Lands at no cost and free of charge and encumbrance to the City. A minimum 8.0 x 8.0 x sight triangle and 3.0 m return with 0.3 m reserve at the intersection with Apple Mill Road is required. The requirements for the intersection widening on Jane Street and Highway 7 is subject to York Region's review and approval.

The local road shall be designed and constructed under the interim and ultimate conditions in accordance with the approved construction drawings to the satisfaction of the City. The Owner shall enter into a Subdivision Agreement to satisfy all conditions, financial or otherwise, of the City with regards to such matters the municipality may consider necessary including payment of the development levies, the provision of roads and municipal services landscaping and fencing. All appropriate cost estimates detailing the interim and ultimate conditions of the future local road including servicing construction, boulevard reconstruction, future utility removal/relocation works, street lighting and landscape components shall be provided by the Owner.

The Owner shall enter into a Stratified Title Arrangement Agreement ('STAA') with the City to permit an underground parking structure beneath the north-south local street

Vaughan Council on June 4, 2013, approved a report titled "Stratified Title Arrangements", which identifies guiding principles for stratified title arrangements. The proposed stratified local north-south local road (Street '1') would implement the public road network and streetscape for the northeast quadrant of the VMC.

The Owner and the City shall enter into a Strata Framework Agreement to outline the access, ownership, operation, and maintenance, liability, and financial responsibilities (among others) of the parties to form the basis of the preparation of the final STAA, to be executed prior to final approval of the Plan of Subdivision.

The Development includes one road (north-south local street), that would be subject to the stratified title arrangement as follows:

North South Local Street (Street 1)

The VMCSPP identifies a north-south local street along the westerly lot boundary of the Subject Lands. The Development provides for 11.0 m which is half of the north-south local street on the Subject Lands, with the remaining 11.0 m to be delivered in its ultimate condition by the adjacent landowner to the west upon the lands being developed. This north-south local street will remain in public ownership with the stratified title arrangements between each of the contributing landowners to facilitate the underground parking structure at the P2 level which encumbers the local street to serve the mixed-uses within the Development.

The following comments pertaining to the Development are provided below:

Civil:

Water Supply

The water services are provided by construction of water service connections to the existing watermain located on Apple Mill Road, which will provide domestic and fire flow demands for the proposed development.

Sanitary Sewer

Sanitary services are provided by the construction of a sanitary service connections to the existing sanitary sewers located on Jane Street and Highway 7. The Subject Lands are included in Civica's latest draft FSSR (Civica May 2021) servicing analysis which confirms that there are no servicing constraints identified except for surcharging of a section of Jane Street sanitary sewer at Highway 407.

Area Specific Development Charge ('ASDC')

A new Area Specific Development Charge is proposed for the Jane Street sanitary sewer improvements as part of the City's Development Charges update. The following ASDC will be applicable upon Draft Plan registration/prior to issuance of building permit as determined by Development Finance:

- Edgeley Pond and Black Creek Channel Works – Map 1 “Immediately Affected Landowners”, Map 3 “Undeveloped Lands in the Black Creek Drainage Shed”

The City is currently undertaking a Development Charges Update Study (June 2022); necessary infrastructure improvements works may be included in the Development Charge Update Study as an Area Specific Development Charge (ASDC) By-Law or within the City-wide DC By-Law. Accordingly, financial requirements for construction by the plan towards the infrastructure works may be calculated as part of this process. A condition to this effect is included in the Recommendations of this report as Attachments 1 and 2.

Storm Sewer

Final approval for the proposed redevelopment of the Subject Lands is dependent on the completion of the works along Edgeley Pond and Park, the Black Creek, the required culvert works at Highway 7 and removal of the floodplain from the subject property.

The stormwater management for the proposed redevelopment of the Subject Lands includes quantity control via a storage tank vault located within the first and second levels of the proposed underground parking facility. Stormwater from the storage tank vault will be pumped to the control manhole at the allowable release rate. The storage tank vault will also include additional storage to achieve the 15mm on-site retention. The collected rainwater will be used for irrigation and/or mechanical use. Quality control for the proposed redevelopment will be achieved through a jellyfish filter. The treated and controlled runoff from the development site will be directed to the existing 525mm diameter Jane Street storm sewer. A 300mm diameter pipe will connect the subject site to the existing Jane Street storm sewer.

Stormwater management for the proposed north-south public road only includes quantity control and will be provided via a superpipe and orifice plate within the right of way. The superpipe is sized for the entire right of way including the lands external to the 7800 Jane Street property. Arrangements will be required to allow for the connection of future catch basins along the west side of the road, external to the subject site. The controlled runoff from the right of way will be directed to the existing 1350mm storm sewer within Apple Mill Road. Quantity control for the right of way will be provided by the existing OGS and permanent pool within the future retrofit of the Edgeley Pond. Also, the additional runoff from the future north-south road will not have a negative impact to the receiving Apple Mill Road storm sewer system.

Transportation

Road Network Access

The Subject Lands are bounded on the north side by Apple Mill Road, south side by Highway 7 and east side by Jane Street, and to the west via the future north-south local street. The VMCSPP requires a new north-south local street bisecting the lands between the adjacent property to the west and the Subject Lands. Proposed road right-of-way widths and cross-section details shall be established to the satisfaction of the City, to meet the intent and vision of the VMCSPP.

A north-south local street (Street 1) shall be designed to a standard 22 m ROW and will accommodate an underground parking strata title arrangement, to serve this Development; however, the Owner is only required to convey half of the local road (11.0

m) until such time as the complete road is delivered in its ultimate condition. Private underground parking and infrastructure will be located underneath this road, and access linkage is vital to provide connectivity north and south from Highway 7 and Apple Mill Road.

The VM CSP also requires a mid-block east-west local road which bisects the Subject Lands; however, the proposed local street segment is proposed to be deleted through the Official Plan Amendment, by proposing a pedestrian only mid-block connection. The proposed deletion of the east-west road is supported by Transportation Division. The provision of the pedestrian mid-block connection in-lieu of the road segment continues to offer pedestrian permeability and access to Jane Street and the Development preserves the public street functions such as provisions for public access, compensation for loss of public parking and compensation for at-grade curb-side pick-up/drop-off activity. Currently, the deletion of this segment creates a loss of eight (8) public on-street parking spaces as the result of downgrading the east-west local street to a pedestrian-only mid-block connection. Accordingly, Transportation Division staff have reviewed the proposal to account for a cash-in-lieu of parking arrangement for the 8 public parking spaces which cannot be accommodated within the parking on-site. The Owner shall financially compensate to the satisfaction of the City, for the loss of eight (8) public on-street parking spaces, as a result of deleting the east-west local street to be replaced with a pedestrian/cycling only mid-block connection. A condition to this effect is included in this report.

Overall, the VMC Program supports the road deletion as the public street functions continue to be preserved (i.e. provision for public access, pick-up drop-off, relocation of public parking) and its deletion will not negatively impact regional roadways and network connectivity in the VMC. The Owner has satisfactorily addressed these conditions and will provide a public-access easement over this pedestrian mid-block connection to the City free and clear of encumbrances. A condition to this effect is included in the Recommendations of this report.

Strata Feasibility Report

A Strata Feasibility Report prepared by The Municipal Infrastructure Group Ltd. (TMIG) dated March 2022 has been submitted to provide the corresponding grading and servicing design details in support of the stratified title-arrangement to accommodate the underground parking structure which encroaches into the east-side of the right-of-way up to 1.10 m from the ultimate centreline of the full 22 m wide road right-of-way width (Street 1). The encumbrance is found only on the lower level of the underground parking garage (P2 level), which extends beyond the property line and beneath the road. The municipal services (including the box culvert, storm sewers and watermains) located beneath the

road, are also located above the proposed location of the underground parking garage at the P2 Level. No sanitary sewers are proposed within the Street 1 right-of-way.

Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. Sidewalks (2 m) wide are proposed along all exterior frontages along the surrounding roads, and a pedestrian-only mid-block connection is proposed in-lieu of the east-west local road. Dedicated uni-directional cycling facilities (southbound) cycle track facilities with minimum widths of 2.0 m within the boulevard on the west side of Jane Street along the frontage provide greater connectivity to the City and Regional cycling networks. A total of 809 bicycle parking spaces are proposed on-site, including 639 long-term spaces in the form of secure lockers and 170 short-term at-grade access spaces in the form of bicycle rings, and located throughout the above-grade and below-grade portions of the structured parking and underground parking garage. The proposed bicycle parking supply exceeds the minimum requirements of the City of Vaughan By-law 1-88.

Parking

The Development proposes a total of 923 parking spaces distributed within two levels of the underground parking garage and 3 levels within the above-grade structured parking, whereas 1,515 parking spaces are required, resulting in a deficiency of 592 spaces (39% reduction). The proposed parking reduction aligns with the City's Comprehensive Zoning By-law and an adequate parking justification has been provided in the Transportation Impact Study to support this reduction.

Road Deletion

The proposed deletion of the east-west road has been reviewed by staff in consultation with York Region. York Region advises that the planned east-west road will distribute traffic and provide additional routing options and relief to Regional Road and intersections, and that the final decision on deleting the east-west road has been deferred to the City. Transportation Division staff from the City are satisfied that the Owner has provided both quantitative and qualitative justification to address all agency comments in the submissions to date to support the deletion. Staff are satisfied that the deletion of the road will not set a negative precedence given the road is a short segment which has no connectivity further east or west.

Environmental Noise and Vibration Impact Study

The Owner has submitted Noise Impact Study dated March 15, 2022 prepared by HGC Engineering. The Noise Impact Study concludes that the Development is feasible from a noise and vibration perspective. The noise analysis considers that noise sources from the road traffic may be audible at times. Noise control can be mitigated by appropriate construction of exterior walls, windows and doors, acoustical barriers for outdoor living areas in accordance with MECP guidelines and central air conditioner units shall be provided for each unit. Appropriate warning clauses will be included in all occupancy agreements to make future occupants aware of the potential noise situation. The Owner shall also contact the nearby landowner to the south (Toromont) to validate the assumptions in the report and the classification of the facility in accordance with guideline D-6 and confirm that the Development would not have any adverse impact on the Toromont facility to continue its' normal operations.

Prior to execution of the Site Plan Agreement, the Owner shall provide a final Noise Impact Study for review and approval by the City, and the Owner shall agree in the Site Plan Agreement to implement all recommendations of the final Noise Impact Study to the satisfaction of the City.

Environmental Site Assessment

The Owner submitted Phase One and Two Environmental Site Assessments (ESA) prepared by EXP Services Inc. dated May 22, 2019, and updated January 5, 2021. The ESA reports were reviewed by the Environmental Engineering Department. The findings of the ESA reports indicated a number of areas of potential environmental concern including the historical use of the property as an orchard and the southern portion as a commercial retail fuel station. The uses were removed in late 2018 and a number of environmental investigations assessing soil and groundwater were conducted. The findings of the latest update to the Phase 1 and 2 ESAs identified no impacts in soil and ground water. The Owner has filed a Record of Site Condition ('RSC') with the Ministry of the Environment, Conservation and Parks as a result of the change of use from commercial to a sensitive residential use. The Owner has submitted a Reliance Letter, prepared by EXP Services Inc. dated March 30, 2022 to staff for review. There are no further areas of potential environmental concern identified. The Owner has filed a Ministry of the Environment, Conservation, and Parks Record of Site Condition as a result of the change from commercial use to a more sensitive residential use which confirms the environmental suitability for the proposed development.

Geotechnical and Hydrogeological Report

The Owner shall submit and update the final Geotechnical and Hydrogeological Investigation Report for the Development. The Report shall recommend the ground water control measures that need to be implemented during the design and construction

of the buildings and municipal services, and assessment of potential water quantity/quality effects due to dewatering activities on the proposed and existing development. A condition to this effect is included in the Recommendations of this report.

Sewage and Water Allocation

On December 10, 2021, Vaughan Council endorsed its Allocation of Servicing Capacity Annual Distribution and Update and Allocation of Servicing Capacity Policy. The intention is to provide Council its next update in December 2022. Accordingly, servicing capacity to Site Plan Development Application DA.20.041 is available and unrestricted.

Therefore, the following resolution to allocate servicing capacity to Site Plan Development Application DA.20.041 may be recommended for Council approval:

“THAT Site Plan Development Application DA.20.041 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,177 residential apartment units (2,601 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Parks Planning Staff, VMC Program Division of the Policy Planning and Special Programs Department have no objection to the Application

Parks Planning Staff has reviewed the Application and has no objection to the proposal, subject to the recommendations of this report to satisfy its parkland dedication requirements to the City’s satisfaction. A condition to this effect has been added to the Recommendations of this report as shown on Attachments 1 and 2.

The Financial Planning and Development Finance Department has no objection to the Development

The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including development charges. A clause will be included in the implementing Subdivision Agreement. A condition to this effect is included in the Recommendations of this report as shown on Attachment 1. The Owner shall pay to the City the applicable development charges, in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board. A clause will be included in the implementing Site Plan Agreement. A condition to this effect is included in the Recommendations of this report as shown on Attachment 2.

Office of the City Solicitor, Real Estate Department has provided comments

The Legal Services, Real Estate Department has advised that parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-2012 and the policies outlined in Section 7.3.3 of VOP 2010 Parkland Dedication. The Owner will be required to dedicate parkland and/or pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units, or at a fixed rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. Parkland credit calculation will be affected by any existing and/or proposed land encumbrances. The Real Estate Department will assess the credits based on any present easements and/or other types of encumbrances. A clause will be included in the implementing Site Plan Agreement. A condition this effect is included in the Recommendations of this report.

NavCanada and Bombardier Aerospace have no objection to the Development

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil air navigation service and Bombardier Aerospace, Owner, and operator of the Toronto Downsview Airport, has advised in a letter dated November 16, 2020, of no objection to the Development.

Canada Post has no objection to the Development

Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install, and maintain a centralized mailbox facility. A condition to this effect will be included in the future Subdivision Agreement and Site Plan Agreement.

The School Boards are integral stakeholders as part of the VMCSPP update and have provided preliminary comments respecting requirements for future school site designation requirements in the VMC

The York Region District School Board ('YRDSB') and York Catholic District School Boards ('YCDSB') are important stakeholders in implementing the VMC Secondary Plan and continue to be active participants and stakeholders as part of the ongoing VMCSPP update. The current VMCSPP protects for 4 school sites within the VMCSPP area to serve the planned population. The YRDSB and YCDSB has advised in their letters dated May 4, 22 and 28, 2020 that they will not require a public elementary school site within the Development. The York Catholic District and the French School Boards have no comments or objections to the Development. As part of the recalibration exercise through the VMCSPP update, options will be considered by Q3 of 2022 to address impact of additional density on requirements for additional community facilities and schools to ensure a complete community is achieved. The School Boards are working closely with City staff to address the inadequate school site designations relative to the proposed

and approved densities to-date in the VMC. The School Boards have expressed some preliminary concerns about inadequate student accommodation relative to proposed and previously anticipated densities initially envisioned for the area. The City acknowledges these concerns and will continue to work with the School Boards to ensure that their concerns are adequately addressed. As a condition of approval, the Owner will be required to satisfy the requirements of the YCDSB and YRDSB. A condition to this effect is included in the Recommendations of this proposal.

The various utilities have no objection to the Development

Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements. Enbridge Gas Inc. has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas Inc. with respect to the installation and clearance requirements for service and metering facilities. These conditions will be included in the future Site Plan Agreement. Bell Canada ('Bell') has no objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that sufficient wire-line communication/telecommunication infrastructure is available. If such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. The Owner is also required to grant any requirement easements to Bell Canada for communication/telecommunication infrastructure. Conditions to this effect will be included in the future Site Plan Agreement. Rogers Communication Inc. has no objection to the Development.

Financial Impact

There are no requirements for new funding associated with these Applications.

Broader Regional Impacts/Considerations

York Region has reviewed the Applications and have no objection to the Development in-principle, and retains the approval authority of the Official Plan Amendment File OP.20.003. The Owner is required to address all of York Region's comments in their letters dated April 21, 2022 and April 25, 2022. York Region has advised in their letter dated April 21, 2022 and highlighted the trend of developments that significantly increases densities on a site-by-site basis in the absence of an updated comprehensive planning document. Increases in potential population, above and beyond planned growth, has a direct impact on wastewater and wastewater servicing. Due to many recent development proposals, the cumulative effect of additional growth in the VMC needs to be reassessed. A master plan level detailed analysis of the entire YDSS trunk system may be required to properly assess the impact of additional growth beyond what

is currently approved or the area. Accordingly, the Regional Exemption has not been granted at this time. Conditions to this effect are included in the Recommendations of this report to forward the implementing Official Plan Amendment to York Region for approval, and that the implementing Zoning By-law be approved subject to Section 24(2) of the *Planning Act*. The Owner will be required to address York Region's outstanding comments.

Transportation

Transportation Planning staff advises that the planned east-west road will distribute traffic and provide additional routing options and relief to Regional Roads and intersections. The final decision on deleting the east-west road has been deferred to the City and that the Region will prioritize movement of traffic on Highway 7 and any operational and safety issues arising on local road network. As noted above, VMC Program, Transportation Division supports the road deletion as the public street functions continue to be preserved (i.e. provision for public access, pick-up drop-off, relocation of public parking) and its deletion will not negatively impact regional roadways and network connectivity in the VMC

Waste and Wastewater Servicing

The Infrastructure Asset Management (IAM) advises that cumulative increases in flows from the VM CSP area to the downstream regional YDSS system may have impacts on Regional water and wastewater systems that are not previously assessed. Accordingly, a master plan level detailed analysis of the entire YDSS trunk system may be required to properly assess the impact of additional growth beyond what is currently approved for the area. The Region is also undertaking a Municipal Comprehensive Review, and update to its 2016 Water and Wastewater Master Plan. The Owner will be required to obtain servicing allocation from the City and any additional capacity assignments will necessitate additional Regional infrastructure based on conditions of future capacity assignment.

Water Resources

There are no significant concerns with respect to the quality or quantity of the municipal groundwater supply as the Subject Lands are not located within the Wellhead Protection Area (quality WHPA-A-D).

Draft Plan of Subdivision

Prior to the registration of the Draft Plan of Subdivision, the Owner is required to address York Region comments dated April 27, 2022 which includes conditions that are to be included in the City's Subdivision Agreement. York Region's subdivision comments and conditions are included in Attachment 1a, which must be addressed

prior to the registration of the Draft Plan of Subdivision in accordance with the Recommendations of this report.

Site Plan

Prior to final site plan approval, the Owner is required to address York Region comments dated April 25, 2022. The Owner is also required to enter into a Site Plan Agreement with York Region. York Region's comments and conditions are included in Attachment 1a), which must be addressed prior to the execution of the Site Plan Agreement in accordance with the Recommendations of this report.

Conclusion

The VMC Program has reviewed Official Plan and Zoning By-law Amendment Files OP.20.003, Z.20.008, Draft Plan of Subdivision File 19T-20V002 and Site Development File DA.20.041 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of By-law 1-88, By-law 001-21, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the VMCSP. The VMC Program is satisfied that the Development represents good planning for the reasons identified in this report, and that the Owner's contribution of community benefits is appropriate. Accordingly, the VMC Program supports the approval and draft approval of the Applications, subject to the conditions included in the Recommendations of this report.

For more information, please contact: Natalie Wong, Senior Planner VMC, Extension 8866.

Attachments

1. Conditions of Approval Draft Plan of Subdivision (City of Vaughan)
1b) to 1f). Conditions of Draft Approval 19T-20V002 (Agencies)
2. Conditions of Site Plan Approval (City of Vaughan)
3. Context and Location Map
4. Polling Location Map
5. Proposed Site Plan and Rezoning
6. Draft Plan of Subdivision File 19T-20V002
7. Underground Parking Plan P2 (Stratified Portions)
8. Proposed Landscape Plan
- 8a. Proposed Rooftop and Amenity Terraces
9. Proposed North and East Elevations (Apple Mill Road and Jane Street)
10. Proposed South and West Elevations (Highway 7 and Street 1)

11. Proposed Pedestrian Mid-Block Connection (Breezeway)
12. Perspective Rendering

Prepared by

Natalie Wong, VMC Senior Planner, extension. 8866

Amy Roots, Senior Manager - VMC, extension 8035

Christina Bruce, Director, Policy Planning and Special Programs, extension 8231

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

ATTACHMENT NO. 1

CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL

**CONDITIONS OF DRAFT APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-20V002 ('THE PLAN')
METRUS (TERRA) PROPERTIES INC. ('THE OWNER')
PART OF LOT 6, CONCESSION 5, 7800 JANE STREET
CITY OF VAUGHAN**

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-20V002 (THE 'PLAN'), ARE AS FOLLOWS:

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated April 27, 2022.
3. The Conditions of Approval of Alectra Utilities Corporation as set out on Attachment No. 1c) and dated April 21, 2020.
4. The Conditions of Approval of Enbridge Gas Inc. as set out on Attachment No. 1d) and dated May 16, 2020.
5. The Conditions of Approval of Bell Canada as set out on Attachment No. 1e) and dated April 22, 2020.
6. The Conditions of Approval of Canada Post as set out on Attachment No. 1f) and dated April 27, 2020.

Clearances

1. The City shall advise that the Conditions on Attachment No. 1) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
2. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. Alectra Utilities shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. Enbridge Gas Inc. shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Bell Canada shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

6. Canada Post shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT NO. 1a)

**CONDITIONS OF DRAFT APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-20V002 ('THE PLAN')
METRUS (TERRA) PROPERTIES INC. ('THE OWNER')
PART OF LOT 6, CONCESSION 5, 7800 JANE STREET
CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ('THE CITY') THAT
SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF THE PLAN,
ARE AS FOLLOWS:**

CITY OF VAUGHAN CONDITIONS

1. The final Plan shall relate to the Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., Project No. P-3014, dated May 24, 2022, and surveyors certificate dated April 9, 2021 (the 'Plan').
2. Prior to registration, the lands within this Plan shall be appropriately zoned by a Zoning By-law, which has come into effect in accordance with the provisions of the *Planning Act*.
3. Prior to registration, the Owner shall submit, to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the Block areas, frontages and depths in accordance with the approved Zoning By-law for all Blocks within the Plan.
4. Prior to registration, the Owner shall pay any and all outstanding application fees to the VMC Program, in accordance with the in-effect Tariff of Fees By-law.
5. Prior to registration, the Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, landscaping, fencing, the design, construction, installation and road dedication and associated municipal services along the development frontage, at the sole cost of the Owner, with provisions for future connection in accordance with the local servicing policy, to the satisfaction of the City. The said Agreement shall be registered against the lands to which it applies.
6. Prior to final approval, the Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan. The revised Draft Plan shall be final and binding prior to final approval.
7. The Owner shall agree to the following statements which are to be included in the Subdivision Agreement.
 - a) The Owner shall carry out, at no cost to the City, any temporary or permanent, access and drainage works that may be necessary to support the development under the interim condition to the satisfaction of the City.

- b) The road allowances included within the Plan shall be dedicated as public highways without monetary consideration, subject to the details of the Stratified Title Agreement.
- c) The road allowances included within this Draft Plan of Subdivision shall be named to the satisfaction of the City and the York Region Community Planning Department.
- d) The Owner shall dedicate all roads, daylight triangles, and road widenings shown on the plan, to the satisfaction of the City.
- e) The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 metre reserves. The pattern of streets and the layout of blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
- f) Any dead ends or open sides of road allowances created by this Plan shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
- g) The Owner shall agree in the Subdivision Agreement that the construction access shall be provided only in a location approved by the City. Construction staging areas, staging and construction vehicle parking plans shall be approved by the City.
- h) Easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
- i) The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.
- j) The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.
- k) The Owner shall relocate or decommission any existing municipal infrastructure or utilities, whether internal or external to the Plan to facilitate the Plan, at its own expense, to the satisfaction of the City.
- l) The Owner shall agree in the Subdivision Agreement to design, purchase material and install a buried hydro distribution system for the LED street lighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided in accordance with the Vaughan Metropolitan Centre (VMC) requirements, to the satisfaction of the City.
- m) The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermain within the Plan after successful testing and

connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

- n) The Owner shall agree in the Subdivision Agreement to pay its proportionate share of the cost associated with implementing the recommendations of the approved VMC Master Servicing Plan to the satisfaction of the City. Financial commitments will be secured based on the City's latest available cost estimates for the required infrastructure improvements.
- o) The Owner shall agree in the Subdivision Agreement to design and construct at its own cost the municipal services for the Plan in accordance with the final recommendations and conclusions of the approved VMC Master Servicing Strategy, to the satisfaction of the City.
- p) The Owner shall agree in the Subdivision Agreement to design and construct at no cost to the City the storm water drainage infrastructure for the Plan in accordance with the final recommendations and conclusions of the approved Vaughan Metropolitan Centre Master Servicing Strategy, and City standards to the satisfaction of the City
- q) The Owner shall agree in the Subdivision Agreement to design and construct, at no cost to the City, Street "1" and the associated services, to the satisfaction of the City.
- r) The Owner shall agree to pay its proportionate share of the cost associated with implementing the recommendations of the approved VMC Master Servicing Plan Update to the satisfaction of the City. Financial commitments will be secured based on the City's latest available cost estimate for the required infrastructure improvements.
- s) The Owner shall be required to provide payment-in-lieu of parkland dedication in accordance with the requirements of the *Planning Act*, the VOP 2010 (Section 7.3.3 Parkland Dedication) and By-law 139-90, as amended by 205-2012, and the City's "Cash-in-lieu of Parkland Policy". Real Estate Department shall also review and provide comments as required.
- t) No Building Permit(s) will be issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
- u) The Owner shall design and construct the following streetscape works in accordance with City standards, the "City-wide Streetscape Implementation Manual" and "VMC Streetscape & Open Space Plan" (collectively, the "Streetscape Guidelines"), to the satisfaction of the City. The streetscape works shall also be designed and constructed to complement and be coordinated with

the design and construction of the enhanced boulevard works installed along Highway 7, to the satisfaction of the City and Region of York.

- v) The Owner shall design and construct:
- i. The streetscape along the north side of Highway 7 to the limit of the completed works by vivaNext from the westerly limits to the easterly limits of the property at an enhanced level of service to the satisfaction of the City and York Region (the "Highway 7 Works");
 - ii. The interim and ultimate streetscape along the north-south local street from Highway 7 to Apple Mill Road at a standard urban level of service to the satisfaction of the City and York Region (the "Street 1 Road Works").
 - iii. The completion of the ultimate streetscape along the Apple Mill Road frontage between Jane Street and the north-south street from the westerly limits to the easterly limits of the property to an enhanced level of service to the satisfaction of the City (the "Apple Mill Road Works")
 - iv. The streetscape along the west side of Jane Street from the southerly and northerly limits of the property between Apple Mill Road and Highway 7 to an enhanced level of service to the satisfaction of the City and York Region (the "Jane Street Works")

The Street 1 Road Works, the Apple Mill Road Works, the Jane Street Works and the Highway 7 Works are collectively referred herein as the "Streetscape Works".

- w) The Owner shall remedy, repair and/or make good to the satisfaction of the City any alterations and/or damage to any existing boulevard components resulting from the works to be conducted.
- x) The Owner shall agree to design and construct both street lighting and pedestrian scale lighting to the satisfaction of the City. The streetlight system shall use LED luminaire, pole type and type of fixtures (or equivalent) in accordance with the City Standards and Specification and the VMC Streetscape and Open Space Plan.
- y) In the event there is additional work or increases in the cost of the Streetscape Works attributable to unforeseen circumstances or other problems encountered during construction by the Owner, the Owner shall notify the City but shall not be obligated to obtain the City's consent to authorize such additional work or increase in the cost of the Streetscape Works, except for major changes that exceed ten percent (10%) of the original cost of any one item in the construction contract for the project, in which case the City's consent shall be required. As construction proceeds, the Owner shall produce, if requested, copies of all supplementary contracts and change orders to the City for information.
- z) When the construction of the Streetscape Works has been substantially completed to the satisfaction of the City, the Owner shall provide the City with the following information:
- i. A certification from a registered consulting engineer and a registered landscape architect that confirms that the Streetscape Works have been constructed in accordance with the approved Construction Drawings, City standards, specifications and guidelines, and good engineering practices.

- ii. A detailed breakdown of the final as-constructed costs of the Streetscape Works certified by a professional consulting engineer and registered landscape architect to the satisfaction of the City;
- iii. A Statutory Declaration from the Owner confirming that all accounts in connection with the design and construction of the Streetscape Works have been paid in full and that there are no outstanding claims related to the subject works;
- iv. A complete set of "As Constructed" Construction Drawings from a registered Landscape Architect for the Streetscape Works to the satisfaction of the City;
- v. Copies of all final executed construction contracts, approved contract extras and change orders related to the construction of the Streetscape Works to the satisfaction of the City; and
- vi. Copies of all quality assurance test results, supplementary geotechnical reports and construction related reports.

The Owner shall indemnify and save harmless the City and/or their employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly by reason Streetscape Works or service provided under this Agreement.

- aa) Prior to the landscape plan review by VMC Program (Planning & Urban Design), a fee shall be paid by the Owner to the VMC Program in accordance with the in-effect Tariff of Fees for Vaughan Planning Applications – Landscape Review.

This fee will include the City's review and approval of proposed streetscaping/landscaping within the Plan (including but not limited to Urban Design Guidelines, Landscape Master Plan, Perfect Submission Landscape Architectural Drawings), and Tree Inventory/Preservation/Removals Plans.

In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the Plan by the City.

- bb) The Owner acknowledges that the Subject Lands are currently within the floodplain. The Owner must acknowledge and accept the risks with advancing development of the Subject Lands including the foundation construction within an existing flood prone area. The Owner shall indemnify and save harmless the City, the Region of York and TRCA from all actions, causes of actions, suits, claims, liabilities and demands whatsoever which arise either directly or indirectly by reason of any damage to the worksite or to any structure erected thereon arising from or in consequence of the foundation works in advance of the completion of the City of Vaughan's Edgeley Pond retrofit and Highway 7 culvert improvements, which is a York Region project partnered with the City to design and implement.
- cc) The Owner shall confirm when the Subject Lands are removed from the floodplain. This shall be achieved by providing documentation including, but not limited to TRCA approved floodplain mapping and modelling and confirmation from the City that the Edgeley Pond retrofit and Highway 7 culvert improvements are completed or substantially advanced to the satisfaction of the TRCA and the City. Prior to occupancy, the Subject Lands shall be removed from the floodplain subject to the clearance from the TRCA.

dd) Prior to the proposed buildings obtaining final occupancy the Owner demonstrates to the satisfaction of TRCA that the works required to safely convey the Regional Stom Floodplain associated with Black Creek have been implemented pursuant to TRCA approved plans. This will include, but is not limited to, the submission of as-built drawings, revised floodplain modelling, floodplain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.

8. Prior to final approval of the Plan, as the local road ("Street 1") bisects the Subject Lands and the property to the west, the Owner shall work with the City and the adjacent landowner for the future design, construction, and delivery of the local road.

The Street "1" shall be planned, designed and constructed in accordance with strata title guidelines issued by the City and approved by City Council dated June 4th, 2013 (the "City's Strata Guidelines"), where applicable, to the satisfaction of the City with all permanent and/or interim works including drainage design, grading adjustment and illumination to the satisfaction of the City.

9. Following the Plan registration, the Owner shall convey stratified title of Street "1", in respect of the lands within the boundaries of the Subject Lands, comprising the air rights, surface and subsurface portions of such roadway down to the upper ceiling exterior surface of the underground parking garage of the development, specifically in satisfaction of the requirement to convey to the City, stratified title of Street "1" as shown on the plans of the Owner, the Owner shall comply with the conditions of approval attached hereto as Attachment 1 and the City's Strata Guidelines.

10. Prior to final approval of the Plan, in addition to the draft plan conditions set out in Attachment 1 attached hereto for Street "1":

- a) The Subdivision Agreement, which shall be executed with the City and registered against title to the Subject Lands shall require that Street "1" and related servicing infrastructure be constructed to municipal standards, Canadian Highway Bridge Design Code, good engineering practices, the City's standards and Strata Guidelines, as set out herein and to the satisfaction of the City, to be completed forthwith after completion of the owner's structure on the subsurface, such that the strata Street "1" can be conveyed to the City in compliance with the provisions contained herein and the formal agreements, forthwith after physical construction by the owner and acceptance by the City, and Plan of Subdivision registration.. The owner shall post all required securities to the City's satisfaction, related to construction of Street "1", which shall be released by the City upon assumption of the works by the City and the reserve fund and emergency repair fund are in place.
- b) The Owner shall procure a Stratified Title Agreement, which shall be executed with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to Street "1" as the City may consider necessary. The said Agreement shall be registered against the Subject Lands.

- c) The Owner shall coordinate with the neighbouring landowner to the west to complete the design and construction of Street “1”, to the satisfaction of the City.
 - d) The Owner shall deliver the interim condition of Street “1” from Highway 7 to Apple Mill Road, to the satisfaction of the City prior to the occupancy of any units.
 - e) The Owner shall agree in the Subdivision Agreement to provide the necessary financial securities for the cost associated with the removal of the interim condition on Street ‘1’ and reinstatement of Street ‘1’ to the ultimate road condition including streetscape and servicing infrastructure to the satisfaction of the City.
 - f) The Owner shall make the necessary arrangements and enter into an agreement with the adjacent landowner to the west to allow for completion and construction of the Street “1” to its ultimate configuration within their ownership having consideration for the full ultimate design across both developers lands. The arrangements shall address, but are not limited to, liability, land title, cost-sharing, the timing and costs associated with the construction of the interconnection, and obligations and costs of maintenance be fully secured.
11. Prior to final approval of the Plan, the Owner shall submit to the City for review and approval a detailed geotechnical report, hydrogeological report, and dewatering report, to the satisfaction of the Development Engineering Department, which shall address but not limited to the following:
- a) a dewatering report/plan, necessary contingency plan, monitoring and reporting program during the construction;
 - b) assessment of the potential for impact to the existing building structures in vicinity of the proposed development due to dewatering operation; and,
 - c) design considerations for municipal services and structures.
- The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
12. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services that have been designed and oversized by others to accommodate the development of the Plan. The City agrees to utilize its reasonable efforts to recover the Owner’s costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners.
13. Prior to final approval of the Plan, the Owner shall submit an environmental noise impact study and vibration impact study, prepared in accordance with MECP NPC-300 for review and approval by the City. The preparation of the noise report shall include the ultimate traffic volumes associated with the surrounding road network. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise report and include the necessary warning clauses in all Offers of Purchase and Sale or Lease, to the satisfaction of the City.

14. Prior to final approval of the Plan, the Owner shall prepare construction drawings for review and approval, details of the sewer and water system, plan and profile drawings within and along the development limit, intersection of Street "1" / Apple Mill Road / Highway 7. The Owner agrees to adjust the Block and road property limits on the final Draft Plan of Subdivision based on the approved road alignment and Right-of-Way width, to the satisfaction of the City.
15. Prior to earlier of the initiation of any grading or registration of the Plan, the Owner shall submit to the City for review and approval a detailed engineering report that conforms with the Vaughan Metropolitan Centre (VMC) Master Servicing Strategy Study. The detailed engineering report shall describe the storm drainage system for the proposed development within this draft plan and include:
- a) Plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - b) the location and description of all outlets and other facilities;
 - c) storm water management techniques which may be required to control minor or major flows; and
 - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.
16. Prior to final approval of the Plan, the Owner shall provide a copy of the fully executed Subdivision Agreement to:
- a) Toronto and Region Conservation Authority (TRCA);
 - b) York Region District School Board;
 - c) York Catholic District School Board;
 - d) Canada Post;
 - e) Canada National Railway (CN);
 - f) Municipal Property Assessment Corporation (MPAC);
 - g) Alectra Utilities Corporation;
 - h) Enbridge Gas;
 - i) the appropriate telecommunication provider;
 - j) NavCanada;
 - k) Bombardier Aerospace; and
 - l) York Region.
17. Prior to final approval of the Plan, the Owner shall prepare, and the Development Engineering Department, the Policy Planning & Special Programs Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and stormwater management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological reports, Traffic Impact Study (TIS), and Transportation Demand Management Plans (TDM Plans); note that additional information and documents may be required upon the next submission. The Owner shall agree in the Subdivision Agreement to implement the recommendations of these reports and plans in the Plan of Subdivision to the satisfaction of the City.

18. Prior to final approval of the Plan, the Owner shall submit, to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the Block areas, frontages and depths in accordance with the approved Zoning By-law for all Blocks within the Plan.
19. Prior to final approval of the Plan, the Owner's Consultant shall certify that the roads and municipal services within the Plan have been designed to comply with the approved Functional Servicing Report, Master Servicing Strategy Study for the Vaughan Metropolitan Centre (VMC) and Transportation Master Plan.
20. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider(s) to provide their services, and if required within the municipal right-of-way at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider(s).
21. Prior to final approval of the Plan, the Owner shall satisfy the following:
 - a) Provide a functional road/intersection analysis/design to address the right-of-way under ultimate development conditions. The required road allowances, including active transportation facilities, shall be designed in accordance with the City and York Region's standards for road and intersection design;
 - b) Provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system to the satisfaction of the City and York Region and it should specify the required infrastructure improvements and development triggers to support the development of the Subject Lands;
 - c) Submit a revised Traffic Impact Study addressing all the transportation related comments as detailed below to inform the detailed design of the proposed north-south local Street "1";
 - i. Detailed storage and queuing analysis is required to review any impacts of potential queuing vehicles at both Apple Mill Road and Highway 7 intersections and site access. The site access and roadway intersections shall include ample storage on site to store all the queued vehicles during the busiest peak hours.
 - d) Submit engineering plans showing, as applicable, all sidewalk locations and YRT/Viva standing area and shelter pad subject to YRT/Viva approval, to the satisfaction of the City and York Region.
22. Prior to final approval of the Plan, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Works as they may apply to the proposed primary roads and related infrastructure matters have been met.
23. Prior to final approval of the Plan and/or commencement of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on

- the report(s) from the Owner's environmental consultant shall be provided to the City.
- b) Should there be a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.
 - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.
 - d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
24. The following warning clause(s) shall be included in the Subdivision Agreement and all Offers of Purchase and Sale or Lease for Lots and Blocks on the Plan, on any future agreements of purchase and sale with individual unit owners, the disclosure statement, the condo corporation declaration and the condo corporation's by-laws in event that a condominium corporation is registered:
- a) "Purchasers and/or tenants are advised that ultimate works for Street "1" will be completed westerly of the development in the future in accordance with VMC Secondary Plan to facilitate development of adjacent lands without further notice.
 - b) "Purchasers and/or tenants are advised that, notwithstanding ownership of the parking spaces located in the parking garage structure on the subsurface of Street "1", the said parking garage structure provides support to Street "1" and servicing infrastructure and will be maintained and repaired by the subsurface works Owner and in accordance with the agreements registered on title to the lands"
25. The following warning clauses shall be included in the Agreement of Purchase and Sale, condominium declarations, condominium agreement and Subdivision Agreement:
- a) "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation, and Parks."
 - b) "This dwelling unit has been supplied with a central air conditioning system which will allow windows closed and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation, and Parks."
 - c) "Purchasers/tenants are advised that due to the proximity of the adjacent industrial and commercial facilities, sound levels from these facilities may at times be audible."

26. Prior to earlier of the initiation of any grading or construction on the subdivision, the Owner shall install erosion and sediment control. The erosion and sediment control plan shall be designed and approved to the satisfaction of the City.
27. Prior to earlier of the registration of the Plan of Subdivision or commencement of construction on the lands, the Owner shall provide plans and designs for the grading of the lands, the roads, and municipal services to the satisfaction of the City.
28. Prior to commencement of construction, the Owner shall obtain necessary Approvals from MECP for all sewage works that service the development including but not limited to proposed stormwater management facilities (sewers, underground storm tank and oil and grit separator), sanitary sewers and watermain.
29. Prior to final approval of the Plan, should the strata title arrangement be deemed eligible, the Owner shall enter into a Framework Agreement with the City prior to Plan registration, if required, to set out the framework around standard design, construction, maintenance, liability, repair and replacement of the underground parking structure and how to proceed with the project and further agreements as required.

DRAFT PLAN CONDITIONS FOR STRATA STREET "1"

30. Prior to final approval of the Plan, and specifically in satisfaction of the requirement to convey to the City, strata roadway (also referred to as that portion of Street "1" located within the boundaries of the Subject Lands), the Owner shall:
 - a) Provide to the City a reference plan delineating the vertical and horizontal limits of the proposed strata roadway:
 - i. with the roadway of sufficient width and depth satisfactory to the City's Development Engineering Department and Policy Planning & Special Programs Department;
 - ii. with sufficient subsurface area and depth to accommodate the required municipal services for water and storm sewer system satisfactory to the City's Development Engineering Department and Policy Planning & Special Programs Department; and
 - iii. in both cases with sufficient provision for drainage and other services necessary for the safe operation of and longevity of such facilities.

The horizontal line between the Owner's subsurface structure and the City's surface lands shall be measured from the top of the granular warning layer on top of the parking structure to the satisfaction of the City.

- b) Provide to the City all background reports relevant to such strata roadway and the lands underneath, including but not limited to, all environmental reports, all soils reports, all water table and dewatering reports, and reliance letters in respect thereof addressed to the City, all to the satisfaction of the City's Development Engineering Department and Policy Planning & Special Programs Department;

- c) Provide to the City a report of a structural engineer satisfactory to the City's Development Engineering Department and Policy Planning & Special Programs Department confirming the structural sufficiency of, and conformity of all subsurface works with a recognized bridge standard such as the Canadian Highway Bridge Design Code or tunnel standard, sufficient to support the strata roadway above, any servicing infrastructure, and any loads that might typically be transported upon the strata roads, together with an assessment of the lifecycle of such subsurface works and recommended waterproofing, inspection and maintenance intervals.
- d) Reimburse the City, upon 30 days of demand for payment, for all costs related to hiring its own structural engineer to peer review the report of the Owner's structural engineer and to inspect the site works from time to time during construction of Street "1" and servicing infrastructure works;
- e) Permit the City or its engineers inspection rights during the construction of the project, including the roadway, servicing infrastructure and parking garage, to ensure compliance with the terms of the agreement of purchase and sale and the delivery specifications of the strata roadway relative to construction quality and structural aspects, without the City incurring any liability or responsibility for so inspecting.
- f) Provide to the City as built drawings after completion of construction of the project confirming construction in strict compliance with approved drawings.
- g) Ownership of the subsurface structure shall be limited to one legal entity.
- h) No further subdivision of the Owner's subsurface structure shall be permitted.
- i) Convey unencumbered title of the strata Street "1" to the City, at no cost to the City, upon completion of construction of such strata Street "1" satisfactory to the City engineering department and consistent with the specifications to be agreed upon; together with all easements necessary to enable the City to have access to all subsurface works and adjacent properties necessary to access subsurface works at all times, together with any other easements for utilities or other municipal works as the City may require.
- j) Prior to conveyance of strata title of Street "1", the Owner shall arrange for final inspection by the City Development Engineering Department confirming compliance with the drawings and specifications for subsurface works and strata road works respectively.
- k) Maintain Street "1" and related servicing infrastructure, in accordance with the Subdivision Agreement, and they shall remain at the risk of the Owner until assumption by the City.

- l) Reimburse the City for all legal and engineering costs including any HST, Land Transfer Tax, plans of surveys, which shall be payable or deemed to be payable by the City.
- m) Enter into a Strata Title Agreement, effective prior to Plan Registration and upon conveyance of the strata Street “1” to the City, to be registered on title to the Owner's lands on closing date, which reciprocal agreement shall provide for;
 - i. the City’s ongoing rights of access for inspection of all subsurface works, to ensure repair and maintenance obligations on such subsurface works are carried out, to ensure structural integrity of such subsurface works, and to carry out its own repairs and maintenance should the subsurface Owner fail to do so;
 - ii. the right of the City to require the subsurface works Owner to undertake any work it considers necessary if it considers a subsurface works may render City property above or adjacent unstable or unsafe;
 - iii. entitling the City to conduct its own reserve fund study at the expense of the subsurface works Owner from time to time, and having the reserve fund studies of the subsurface works Owner sent to it annually and be subject to peer review, and requiring, as a result of such peer-review studies, the increase of any reserve funds held by the subsurface works Owner;
 - iv. the obligation on the subsurface works Owner to maintain, repair, and replace the subsurface supporting structure, and to perform certified inspections every two years, or any other timeline, in accordance with the Canadian Highway Bridge Design Code;
 - v. the obligation of the subsurface works Owner to restore the strata Street “1” and the lands adjacent thereto including utilities, curbs, sidewalks, light standards, trees, roadways to its/their condition prior to commencement of construction, maintenance, repair, or replacement, should construction, maintenance, repair or replacement of the subsurface supporting structure be required;
 - vi. the obligation on the subsurface works Owner to maintain insurance at a level and with coverage satisfactory to the City’s Risk Management Department;
 - vii. the obligation on the subsurface works Owner to maintain a reserve fund at all times sufficient to ensure the proper maintenance, repair, and replacement, as necessary, of all subsurface works necessary to support the strata road and servicing infrastructure, provided that a reserve fund maintained by the subsurface works Owner providing for an obligation to maintain the subsurface works, shall be sufficient in respect of the subsurface works Owner’s obligation if it complies in all respects with the reserve fund obligations of the *Condominium Act*, and the Owner shall initially fund such dedicated reserve fund in respect of the Owner in an amount satisfactory to the City, and the Owner shall update each reserve fund study at least every five years;

- viii. the obligation of the subsurface works Owner to establish a cash based emergency repair fund in an initial amount satisfactory to the City, prior to registration of Plan of Subdivision, which shall be held by the City and may be accessed by the City;
 - ix. the obligation of the subsurface works Owner to provide an annual structural engineering report on the status of all subsurface works, or with such other periodicity to be determined by the City;
 - x. the obligation of the subsurface works Owner to compensate the City for any damage to the strata roadway as a result of the acts or omissions of such subsurface works owner, their licensees, leasees, and invitees;
 - xi. the obligation of the subsurface work Owner to pay all the City's out of pocket costs in respect of the foregoing regime.
- n) Settle the form of such strata title agreement satisfactory to the City Solicitor or its designate at least 60 days prior to the registration of the Plan of subdivision.
- o) Subsequent to the conveyance of the strata Street "1" to the City and prior to the registration of the Plan of Subdivision, the Owner shall deliver to the City a reserve fund study in respect of the Owner's subsurface supporting structure and fund the reserve fund established consistent with the reserve fund study, and the emergency repair fund established in the Strata Title Agreement.
31. Prior to transfer of any units or blocks and registration, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such block. If Offers or Purchase and Sale or Lease have not been executed prior to the registration of the plan, then the Owner shall agree to provide evidence that the warning clauses have been included in the Offers of purchase and Sale or Lease prior to final approval of the corresponding site development file.
32. Prior to final approval of the Plan, the Owner shall prepare detailed streetscape and open space construction drawings as part of the subdivision construction drawing package based on the Streetscape and Open Space Plan, to the satisfaction of the City. Streetscape cost estimates shall be submitted to the satisfaction of the City. Securities will be taken based on the full cost of the works, and the Owner acknowledges that securities will be taken for both the interim landscape and streetscape implementation, as well as the conversion of the interim streetscape works to the ultimate condition, to the satisfaction of the City.
33. Prior to final approval of the Plan, an interim landscape plan shall be provided and approved to the satisfaction of the VMC Program. The Owner will be required to provide securities for the interim landscape condition for Street "1", to the satisfaction of the City.
34. Prior to final approval of the Plan, the Owner shall submit an analysis of tree soil volumes demonstrating that each tree planted has met the minimum requirement of 20 cubic meters of growing medium in a shared tree pit or 30 cubic meters of growing medium in a stand-alone tree pit to encourage the growth of large caliper shade trees, to the satisfaction of the City.
35. Prior to final approval of the Plan, the Owner shall provide a revised Tree Preservation Study to the satisfaction of the City. The study shall include an inventory of all existing trees,

assessment of significant trees to be preserved and proposed methods of tree preservation. The Owner shall not remove any trees without written approval by the City.

36. Prior to final approval of the Plan, the Owner is required to enter into a Tree Protection Agreement which includes a security for trees to be preserved and protected in accordance with the approved Tree Preservation Study. The value of the security associated with the City's Tree Protection Agreement is determined through the following:
- Tree compensation formula provided in the Arborist Report based on the City Tree Replacement Requirement
 - The costs associated with tree protection measures (i.e. tree protecting fencing silt barriers etc)
 - The costs associated with actual tree removals



Corporate Services

April 27, 2022

Natalie Wong, B.E.S.,
Senior Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Dear Natalie Wong:

RE: Draft Plan of Subdivision SUBP.20.V.0013 (19T-20V002)
7800 Jane Street
(Metrus (Terra) Properties Inc.)
City of Vaughan

York Region has now completed its review of the above noted draft plan of subdivision prepared by KLM Planning Partners Inc., Project No. P-3014, dated March 29, 2022. The site is located on the northwest quadrant of Highway 7 and Jane Street, in the City of Vaughan. The application proposes to create a future development block for 1,177 residential units in two high-rise towers of 50 and 60 storeys, with a 2-storey amenity building between the residential towers, a 17-storey office building with commercial uses at grade within the 6-storey podium.

The Region provided comments for the associated Official Plan Amendment (OPA) and Zoning By-law Amendment applications (LOPA.20.V.0026 (OP.20.003) and ZBA.20.V.0048 (Z.20.008)) in a letter dated April 21, 2022. The applicant is advised that the City is currently undertaking a process to update the Vaughan Metropolitan Centre (VMC) Secondary Plan, which will identify preferred land use, the appropriate level of development, and the required hard and soft services needed to accommodate new growth. The approval of this and other site-specific developments, with significant density increases, have incremental and cumulative impact on the Region's transportation and water and wastewater servicing networks.

Summary

Regional staff supports the nature of the proposed mixed-use development but highlight the trend of proposed developments that significantly increases densities on a site-by-site basis in the absence of an updated comprehensive planning document. Based on the above, the draft plan of subdivision should await further direction from the City regarding the VMC Secondary Plan Update.

In the event that the draft plan of subdivision dated March 29, 2022 is approved by the City of Vaughan, the plan is subject to the attached Schedule of Clauses/Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above, please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at Justin.Wong@york.ca, should you require further assistance.

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.
Manager, Development Planning

JW/

Attachment (1): Schedule of Clauses/Conditions

YORK-#13842698-v2-SUBP_20_V_0013_(19T-20V002)_-_YR_Condition_Letter

Schedule of Clauses/Conditions
SUBP.20.V.0013 (19T-20V002)
7800 Jane Street
(Metrus (Terra) Properties Inc.)
City of Vaughan

Re: KLM Planning Partners Inc., Project No. P-3014, dated March 29, 2022

Clauses to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall advise all potential purchasers of the existing and future introduction of transit services. The Owner/consultant is to contact YRT Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps.
3. The Owner shall agree that no development works will be undertaken on Block "1" without appropriate site plan and/or engineering approvals from the Region.
4. The Owner shall agree that no direct private vehicular access will be permitted onto Highway 7 and Jane Street.
5. The Owner shall provide direct shared pedestrian/cycling facilities and connections from the proposed development to surrounding roadway network to support active transportation and public transit, where appropriate.
6. The Owner shall provide interconnections with adjacent developments in order to consolidate and reduce the number of accesses onto Regional roads (as per the Regional Official Plan Policy 7.2.53), where appropriate.
7. The Owner shall implement all recommendations in the revised Transportation Study, including all TDM measures, to the satisfaction of the Region.

Conditions to be Satisfied Prior to Final Approval

8. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
9. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:

- a) A copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan, or any phase thereof, and
 - b) A copy of an email confirmation by a City of Vaughan staff member stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
10. The Owner shall provide a letter or an addendum to the Transportation Study to the satisfaction of the Region.
11. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

12. Upon registration of the plan, the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:
 - a) A widening across the full frontage of the site where it abuts Jane Street of sufficient width to provide a minimum of 24.5 metres from the centreline of construction of Jane Street for a distance of 100 metres north of the widened limit of Highway 7, and then a taper north of the aforementioned widening to transition from 24.5 m to 22.5 m at the Apple Mill Street intersection,
 - b) Any additional widenings required to complete a 10 metre by 10 metre daylight trapezoid at the intersection of Apple Mill and Jane Street, and
 - c) A widening across the full frontage of the site where it abuts Highway 7 to provide a minimum of 30 metres from the centreline of construction of Jane Street.
13. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
14. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
15. For any applications (Site Plan or Zoning By-law Amendment) completed after January 1, 2020, the Owner shall enter into a Development Charge Rate Freezing Agreement with York Region to freeze/lock in the Development Charge rate at the time the site plan application or Zoning By-law Amendment is deemed complete submission, satisfy all conditions, financial and otherwise, and confirm the date at which Regional development charge rates are frozen; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable. Please contact Fabrizio Filippazzo, Manager, Development Financing Administration to initiate a Development Charge Agreement with York Region.
16. The Regional Corporate Services Department shall advise that Conditions 1 to 15 inclusive, have been satisfied.

Revised: January 7, 2020

Date: April 21st , 2020

Attention: Natalie Wong

RE: Request for Comments

File No.: 19T-20V002, OP.20.003 and Z.20.008 (Subdivision)

Applicant: Darius Rybak, Metrus (Terra) Properties Inc.

Location 7800 Jane Street. Part of Lot 6, Concession 5.

Revised: January 7, 2020

COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner(s), or his/her/their agent, for this plan is/are required to contact Alectra Utilities to obtain a subdivision application form (SAF) and to discuss all aspects of the above project. The information on the SAF must be accurate to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue. A subdivision application form is enclosed with this request for comments.

Alectra Utilities will prepare the electrical distribution system (EDS) design for the subdivision. The subdivision project will be assigned to an Alectra Utilities design staff upon receipt of a completed SAF. The design of the subdivision can only commence upon receiving a design prepayment and the required information outlined on the SAF.

Alectra Utilities will obtain the developer(s) approval of the EDS design, and obtain the required approvals from local government agencies for EDS installed outside of the subdivision limit. Alectra Utilities will provide the developer(s) with an Offer to Connect (OTC) agreement which will specify the responsibilities of each party and an Economic Evaluation Model outlining the cost sharing arrangement of the EDS installation between both parties. The OTC agreement must be executed by both parties and all payments, letter of credits and easements received in full before Alectra Utilities can issue the design for construction.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

Revised: January 7, 2020

All communication, street light or other pedestal(s) or equipment(s) must not be installed near Alectra Utilities transformers and/or switchgears. Enclosed with this request for comments are Alectra Utilities clearance standards.

Existing Alectra Utilities plant in conflict due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

Supervisor, Subdivisions

Phone: 905-532-4419

E-mail: tony.donofrio@alectrautilities.com

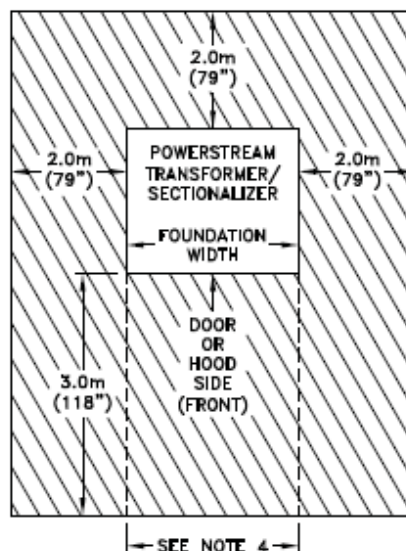
Subdivision Application Information Form is available by emailing tony.donofrio@alectrautilities.com

Revised: January 7, 2020



Construction Standard

17-140



NOTES:

1. FINAL GRADE WITHIN THE RESTRICTED OPERATIONAL CLEARANCE ZONE (SHOWN AS "HATCHED ZONES" ABOVE) MUST NOT BE ALTERED.
2. HATCHED ZONES AROUND THE APPARATUS AND IN FRONT OF ACCESS DOORS/HOODS TO REMAIN CLEAR OF ALL SHRUBS AND TREES. WHEN THE APPARATUS IS POSITIONED WITHIN THE HATCHED ZONE, THE ZONE WITHIN OR ABOVE MUST REMAIN CLEAR OF, INCLUDING BUT NOT LIMITED TO, BUILDINGS, STRUCTURES, FENCES OR OBSTRUCTIONS INCLUDING ANY LANDSCAPING FEATURES.
3. PREFERRED SURFACE COATING WITHIN THE HATCHED ZONES IS LAWN (SEEDED OR SOD) AND WITH PRIOR WRITTEN CONSENT OF POWERSTREAM GRAVEL AND/OR PAVED WITH ASPHALT OR PAVERS OR A CONCRETE FINISH MAY BE PERMITTED.
4. ACCESS TO ALL EQUIPMENT DOORS/HOODS MUST REMAIN PERMANENTLY CLEAR OF ALL OBSTRUCTIONS.

PADMOUNT TRANSFORMER/SECTIONALIZER CLEARANCES

ORIGINAL ISSUE DATE: 2007-JAN-25 REVISION NO: R2 REVISION DATE: 2011-JUN-23

REFERENCES

UNDERGROUND	SECTION 17
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Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2011-JUN-23
Name Date

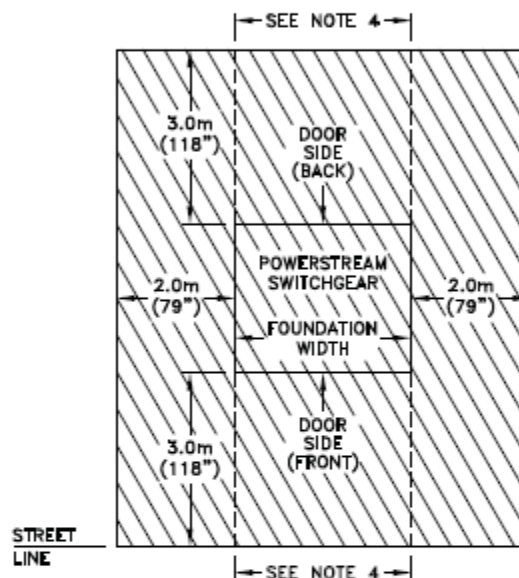
P.Eng. Approval By: Joe Crozier

Revised: January 7, 2020



Construction Standard

17-141



NOTES:

1. FINAL GRADE WITHIN THE RESTRICTED OPERATIONAL CLEARANCE ZONE (SHOWN AS "HATCHED ZONES" ABOVE) MUST NOT BE ALTERED.
2. HATCHED ZONES AROUND THE APPARATUS AND IN FRONT OF ACCESS DOORS/HOODS TO REMAIN CLEAR OF ALL SHRUBS AND TREES. WHEN THE APPARATUS IS POSITIONED WITHIN THE HATCHED ZONE, THE ZONE WITHIN OR ABOVE MUST REMAIN CLEAR OF, INCLUDING BUT NOT LIMITED TO, BUILDINGS, STRUCTURES, FENCES OR OBSTRUCTIONS INCLUDING ANY LANDSCAPING FEATURES.
3. PREFERRED SURFACE COATING WITHIN THE HATCHED ZONES IS LAWN (SEEDED OR SOD) AND WITH PRIOR WRITTEN CONSENT OF POWERSTREAM GRAVEL AND/OR PAVED WITH ASPHALT OR PAVERS OR A CONCRETE FINISH MAY BE PERMITTED.
4. ACCESS TO ALL EQUIPMENT DOORS/HOODS MUST REMAIN PERMANENTLY CLEAR OF ALL OBSTRUCTIONS.

REFERENCES

UNDERGROUND	SECTION 17
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Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2011-JUN-23
Name Date
P.Eng. Approval By: Joe Crozier

PADMOUNT SWITCHGEAR CLEARANCES

ORIGINAL ISSUE DATE: 2008-JULY-07 REVISION NO: R2 REVISION DATE: 2011-JUN-23

Date: April 21st , 2020

Attention: Natalie Wong

RE: Request for Comments

File No.: 19T-20V002, OP.20.003 and Z.20.008

Related Files:

Applicant: Darius Rybak, Metrus (Terra) Properties Inc.

Location 7800 Jane Street. Part of Lot 6, Concession 5.



Discover the possibilities

COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High-Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall meet Alectra's Clearance Standards, the transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards* and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant. *(see attachment 4)

All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required.

Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality.

When the Customer is ready to submit a request for a new service, please proceed to Alectra Utilities web site and under "New Customer Set Up" select "Building a New Home or Commercial or Industrial Facility" the link has been provided below.

<https://alectrautilities.com/make-service-request>

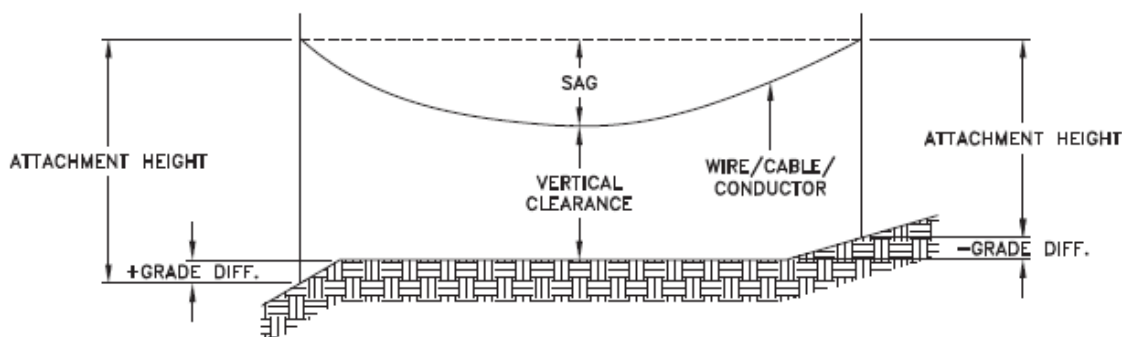
References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings), attached
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

Regards,

Susan DiBratto, C.E.T.
Supervisor, Distribution Design, ICI & Layouts
Phone: 1-877-963-6900 ext. 24577
E-mail: susan.dibratto@alectrautilities.com

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS</u> AND <u>BICYCLES</u> ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 + GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

REFERENCES

SAGS AND TENSIONS SECTION 02

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

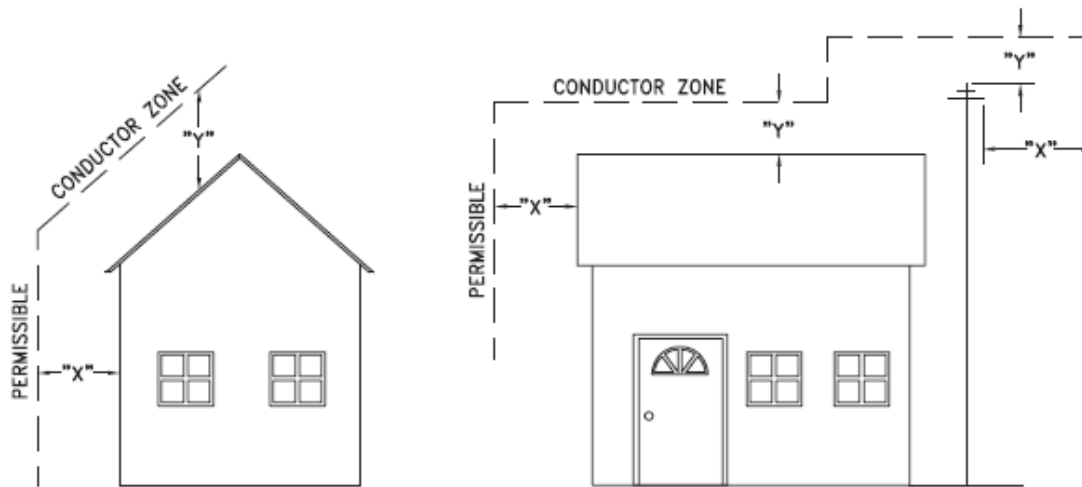
Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09

Name Date

P.Eng. Approval By: Joe Crozier



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

NOTES

- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
- THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
- THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
- BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
- IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
- DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
- ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Debbie Dadwani, P.Eng.	2010-MAY-05
Name	Date
P.Eng. Approval By: <u>D. Dadwani</u>	

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 2-3-4\WG 03-4 R0 May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

75-706 Primary and secondary lines clearances

- (1) The poles that support the phase conductor of a primary line shall be so located and of such height as to afford a clearance of 7 m measured vertically between the conductors under maximum sag conditions and the ground.
- (2) Notwithstanding Subrule (1) for high voltage line installations where plans are submitted for examination to the inspection department, the clearances listed in Table 34 are acceptable.
- (3) The primary line neutral shall be considered a secondary conductor and shall have the same minimum vertical clearance as specified in Subrule (4).
- (4) Conductors of a secondary line shall have a minimum 6.1 m measured vertically between the conductors under maximum sag conditions and the ground.
- (5) Notwithstanding Subrule (1) for high and low voltage line installations on public right of ways, for the purpose of roadway lighting systems or traffic control systems, CSA C22.3 No. 1, Overhead systems, or the Ontario Provincial Standards shall be permitted.

75-708 Clearances of conductors from buildings

- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
- (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
- (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.
- (4) Where the conductor swing is not known, a distance of 1.8 m shall be used.
- (5) An overhead secondary line conductor shall be kept at least 1 m measured horizontally from any building except where necessary to connect to the electrical wiring of a building.

75-710 Clearances for other structures

- (1) Notwithstanding Rule 36-110, conductors of a primary line shall
 - (a) not be located closer than 12 m measured horizontally from silos to the closest conductors, with the conductor at rest;
 - (b) not be located over wells from which pump rods may be lifted and come in contact with the conductors;
 - (c) have sufficient clearance from free-standing poles that support flood or area lighting, flagpoles, antennae, or other similar structures so as to permit the structure to fall in an arc, without touching the conductors at rest;
 - (d) not be located within 6 m, measured horizontally from wind-mills or similar structures to the closest conductor, with the conductor at rest; and
 - (e) have a minimum vertical clearance of 3.1 m above fencing at maximum sag.
- (2) Conductors of a secondary line shall not be installed closer than 1 m measured horizontally from structures.
- (3) The poles and equipment associated with a primary or secondary line shall be located and suitably protected so as to avoid the possibility of damage from contact with vehicles.

75-712 Tree trimming

- (1) The owner of a private line shall provide clearance to the line from trees and other forms of woody growth in compliance with a code or standard under a rule or by-law of the supply authority concerning tree trimming.
- (2) Where there is no applicable code or standard under a rule or by-law of the supply authority concerning tree trimming, all trees and woody growth adjacent to a line shall be trimmed so that minimum clearance to the nearest conductor horizontally at maximum conductor swing and vertically at a maximum sag shall be
 - (a) 1 m for secondary lines; and
 - (b) 4 m for primary lines.

Grounding and bonding

75-800 Grounding of equipment mounted on steel poles

- (1) A steel pole shall be permitted to be used as the grounding electrode for equipment mounted on the pole where the steel pole is directly embedded in soil and the portion of the pole in contact with the soil is not coated with any non-metallic coating or covering and such an installation is in accordance with the manufacturer's recommendations.
- (2) Where a pole is used as the ground electrode for the transformer, the transformer shall be bonded to the pole and the neutral in accordance with Specification 44 or 45.

Urban Design Issues

October, 2013

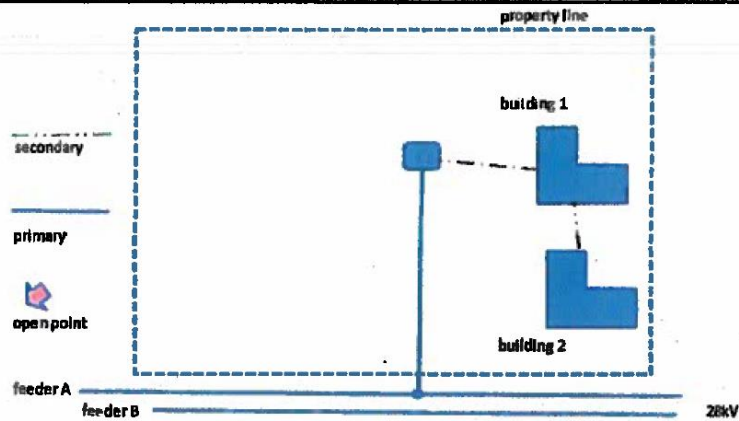


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

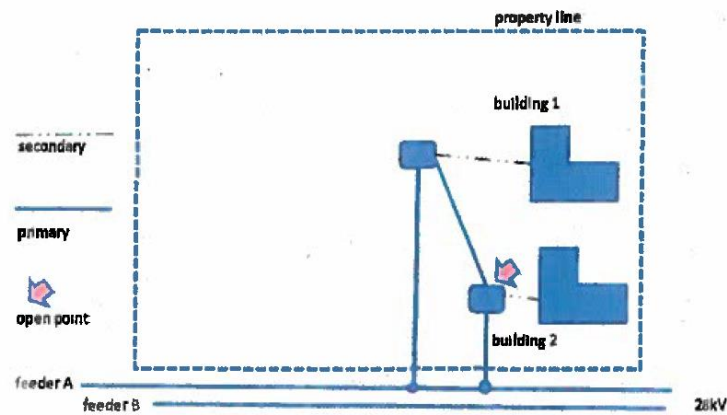


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

Final Version, October 1, 2013



Urban Design Issues

October, 2013

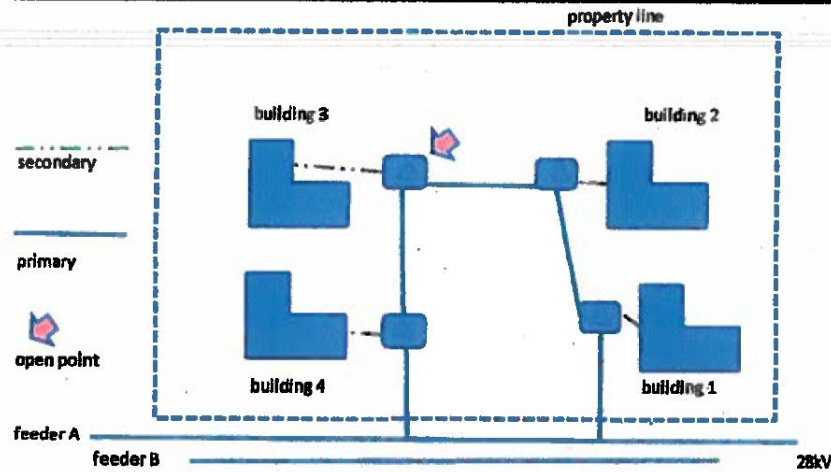


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

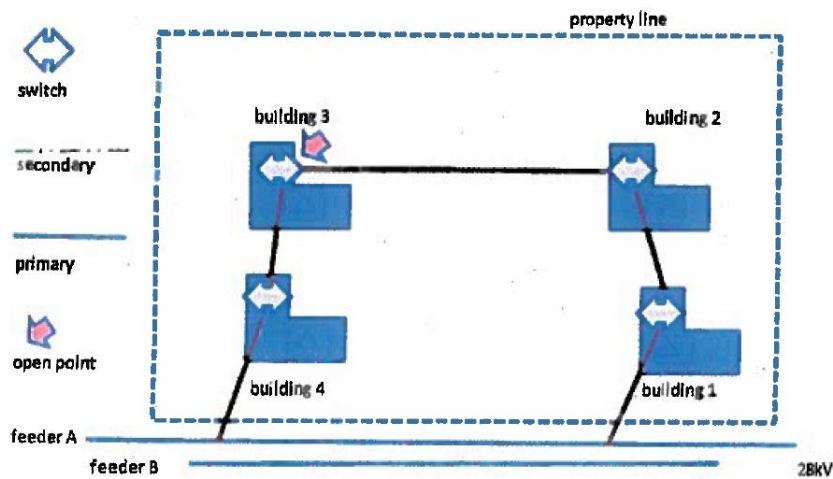


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA

Final Version, October 1, 2013



(4) Underground consumer's service raceway entry into a building

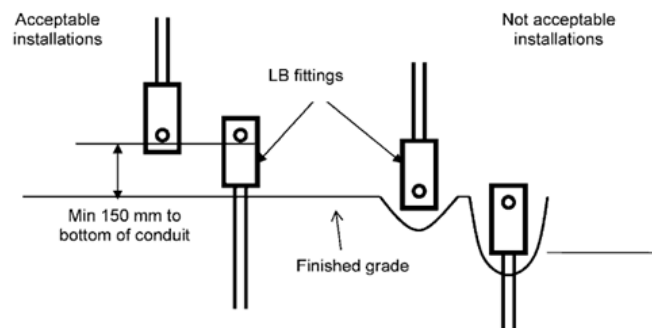
Subrule 6-300(3) requires that an underground consumer's service raceway enter a building above ground where practicable. If it is not practicable, then the raceway must be suitably drained or installed in such a way that moisture and gas will not enter the building.

The intent of the Subrule is to prevent water leaking into either the building or the electrical service equipment and causing damage.

Questions have arisen as to how we determine "above ground" or "above grade".

Above ground or grade will be interpreted as any part of the building that is more than 150 mm above the finished grade. (See Figure B1)

Figure B1 – Interpretation of "above ground"





**Alectra Utilities (Formerly PowerStream Inc.) Distribution
Design Department**

Site Plan and Building Permit Submission Guideline

Version 1.1: March 31, 2017

1. INTRODUCTION

The *Site Plan and Building Permit Submission Guideline* has been developed to assist the site plan applicant, consultant and contractor to achieve approval from Alectra Utilities for the integration of their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

The information that follows will assist the applicant in achieving a satisfactory engineering submission, prior to submitting for a building permit or site application submission, whichever process is applicable.

The applicant shall pre-consult with Alectra Utilities Distribution Design to discuss the submission and to review the project characteristics.

2. ENGINEERING DRAWING REQUIREMENTS

The applicant is to supply one engineering drawing that explicitly depicts the proposed facilities within the property lines and how these facilities will be situated with respect to the existing Alectra Utilities EDS. This drawing shall be submitted as part of the site plan or building permit application to the City, which will be circulated to Alectra Utilities.

The following is a list of general requirements that are required with the submitted engineering drawing:

1. the drawing shall be drawn at 1:200, 1:250, 1:400 or 1:500 scales and supplied in PDF format.
2. all drawing components shall be legible.
3. north arrow shall be prominent.
4. benchmark reference data used shall be indicated.
5. a key plan indicating site location and nearest roads included is required.
6. the name of applicant is to be clearly indicated.

7. municipal planning file reference number and/or building permit number (ie DA-----) shall be clearly indicated.
8. the name, address, fax and phone numbers of the firm preparing the site plan is to be clearly indicated.
9. the site address is to be clearly indicated.
10. the drawing is to be stamped and sealed by the applicable licensed Ontario Professional Engineer.
11. all easements are to be shown.

The following is a list of site specific requirements that form the engineering drawing:

12. a plan view is to be shown that details the perimeter of the facilities to be constructed.
13. a profile view is to be shown that details the perimeter of the facilities to be constructed.
14. municipal roads – show full road allowance widths.
15. sidewalks and walkways are to be shown.
16. property lines (front, back and sides as applicable) to be clearly indicated.
17. driveways to be clearly indicated, and shall be setback a minimum clearance of 1.5 m from all above ground EDS components.
18. lights standards to be clearly indicated.
19. hydro poles and down guys to be clearly indicated.
20. telephone poles and down guys to be clearly indicated.
21. transformers, either pad-mounted or aerial to be clearly indicated and drawn to scale.

22. utility vaults, chambers, pedestals to be clearly indicated
23. trees, bushes and hedges to be clearly indicated.
24. existing structures to be demolished/and or maintained to be clearly indicated.
25. placement of all existing primary wires on the existing poles to be clearly indicated.
26. placement of all existing underground hydro wires are to be clearly indicated.
27. populating and placement of "x", "x₁", "x₂" (and X_n depending on the number required) dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - partial samples are included in the attachments) and must be shown in both the plan and profile drawings. **These are required to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing is less than 4m, or if a grading change is within the 4m limit, then close scrutiny of the project will be initiated.**
28. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear (all drawn to scale). This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

See the sample drawing enclosed for greater clarity.

3. NOTES FOR PREPARATION OF THE SUBMISSION

1. All construction work shall be in accordance with the requirements of the Occupational Health & Safety Act.

2. The applicant shall retain the services of the consultants to resolve any conflict issues that may arise between the existing EDS and the proposed facilities.
3. For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

4. ADDITIONAL INFORMATION

1. In the event that that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Site Plan and/or Building Permit Approval process will be delayed.
2. If the information provided by the applicant is found to be incorrect, and there are costs associated with remediation for code compliance, 100% of the costs shall be borne by the applicant.
3. Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.
4. After approval of the drawing submission for the site plan application or building permit process, the applicant is required to contact Alectra Utilities' New Connections department to create a project reference number and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building electrical loads, required voltage and metering needs.
5. After the Consultant's design is complete for the electrical service to the property, and Alectra Utilities has approved the design, Alectra Utilities will supply the applicant with an Offer to Connect. As part of this process, any and all exclusive customer costs and work to resolve conflicts (noted in 3 above) must be completed.

ATTACHMENTS

3.1.17.3.

2006 Building Code



3.1.19. Above Ground Electrical Conductors

3.1.19.1. Clearance to Buildings

- (1) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage not less than 2.5 kV and not more than 46 kV,
 - (a) the *building* shall not be located beneath the conductors, and
 - (b) the horizontal clearance between the *building* and the maximum conductor swing shall be not less than 3 m.
- (2) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage more than 46 kV, the clearances between the *building* and the conductors shall conform to the requirements of CAN/CSA-C22.3 No.1, "Overhead Systems".

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ELECTRICAL SAFETY CODE

75-312 Clearances of Conductors from Buildings

- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
- (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
- (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.

© Canadian Standards Association

Overhead systems

5.3 Vertical design clearances and separations

5.3.1 Vertical design clearances of wires and conductors above ground or rails

5.3.1.1 Basic clearances

The minimum vertical clearances of wires and conductors above ground or rails shall be as specified in Clause 5.2 and Tables 2 and 4, except that

- (a) the clearances over roadways or other areas where vehicles are expected to be used are based on a combined vehicle and load height of 4.15 m. For provinces and territories that permit the combined vehicle and load height to exceed 4.15 m, the applicable clearance specified in Tables 2 and 4 shall be increased by the amount by which the allowable combined vehicle and load height exceeds 4.15 m;
- (b) for altitudes exceeding 1000 m and where voltages exceed 50 kV, the clearances specified in Table 2 shall be increased by 1% for each 100 m increase in excess of 1000 m above mean sea level;
- (c) because the rail level of a railway where ballast is used is not fixed, when any line that crosses a railway is constructed or altered, an additional 0.3 m of vertical clearance above rails shall be provided, unless a lesser amount is mutually agreed upon, to permit normal subsequent ballast adjustments without encroaching on the specified minimum clearance;
- (d) when a line that crosses or will cross any public thoroughfare likely to be travelled by road vehicles is constructed or altered, an additional 0.225 m of vertical clearance shall be provided to permit the

July 2010

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SAMPLE DRAWING SUBMISSION

NOT TO SCALE

PROFILE VIEW: "A-A"

PLAN VIEW

NOT TO SCALE

NOT TO SCALE

PROFILE VIEW: "A-A"

NOTES:

- "X" DIMENSION REPRESENTS MINIMUM CLEARANCES. ACTUAL DIMENSIONS WILL BE PROVIDED BY CUSTOMER OR CUSTOMER'S AGENT.
- THE FOLLOWING CODES MUST BE ADHERED TO:
 - 2.1. ONTARIO BUILDING CODE LATEST EDITION (CLEARANCE TO BUILDINGS)
 - 2.2. ONTARIO ELECTRICAL SAFETY CODE LATEST EDITION (CLEARANCE OF CONDUCTIONS FROM BUILDINGS)
 - 2.3. ONTARIO HEALTH & SAFETY ACT LATEST EDITION (CONSTRUCTION PROTECTION)
 - 2.4. POWERSTREAM (CONSTRUCTION STANDARD Q3-4)
 - 2.5. CANADIAN STANDARDS ASSOCIATION LATEST EDITION (BASIC CLEARANCES)

PROJECT PROPOSAL:	COMPANY NAME:	DRAWN BY:	ARCHITECTURAL ENGINEERING STAMP
	ADDRESS:	CHECKED BY:	
	PHONE:	DATE:	
	FAX:	SCALE:	
MUNICIPALITY NAME:	LINE CLEARANCE APPLICATION	ELECTRICAL ENGINEERING STAMP	
ADDRESS OF PROJECT:	DWG. FILE	PROJECT NO.	
	DWG. TITLE		
PLANNING FILE REF. NO:			

Introduction

The Building Plan Submission Guideline has been developed to assist the applicant in achieving approval from Alectra Utilities for their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

Requirements

The applicant is required to survey the lands outside the property lines to accurately locate existing hydro facilities and to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing, is less than 4m, or if a grading change is within the 4m limit, then a submission to Alectra Utilities is required.

This is to be accomplished by providing the information below, on both the plan and profile views:

1. populating and placement of "x₁" and "x₂" dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - a sample of each is included in the attachments) and must be shown in both the plan and profile drawings. This applies to both above and below ground facilities.
2. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear, both within the property and adjacent to it. This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

In the event that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Building Permit Approval process may be delayed.

Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.

In the event where the applicant requires a new service, or changes to their existing service, after approval of the drawing submission for the building permit application process, the applicant is required to contact Alectra Utilities Customer Care to create a project file and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building loads, required voltage and metering needs.

After the design is complete for the electrical service to the property, Alectra Utilities will supply the applicant with an Offer to Connect. As part of this process, any and all exclusive customer costs and work to resolve conflicts must be completed.

SUBDIVISION APPLICATION FORM

Revised: August 7, 2019

This form must be completed in full and submitted by the Developer prior to Alectra Utilities providing an Offer to Connect (OTC) Agreement.

DEVELOPER'S INFORMATION					
Company name:					
Contact Name/Title:					
Telephone:					
Email:					
Address:					
CIVIL CONSULTANT					
Company Name:					
Contact Name/Title:					
Telephone:					
Email:					
SUBDIVISION INFORMATION					
Circle Type of Subdivision:		Residential		Commercial	
Anticipated Start Date:					
Name of Subdivision:					
Municipal Subdivision File No.:					
Subdivision Location (City/Town):					
Subdivision Ownership: (circle)		Municipal	Private	Mixture	
UNIT INFORMATION					
Type of Units	Total Number:	Square Feet per unit	Special Conditions	YES	NO
Single family:			MicroFit Homes:		
Semi-Detached:			3 Rd Party Metering:		
Townhouse:			Electric Vech. Chargers:		
Requirement for Single Phase Service Ducts for Municipal Park or other service:					
Number of Blocks Requiring 3 Phase Power Supply:					
Please indicate service size for number of residential dwellings within subdivision. Not applicable to commercial/industrial sites.			200A	400A	Other Metering
Additional Information (please include additional info. in the below space)					

SUBDIVISION APPLICATION FORM

Revised: August 7, 2019

This form must be completed in full and submitted by the Developer prior to Alectra Utilities providing an Offer to Connect (OTC) Agreement.

REQUIRED INFORMATION

Alectra Utilities requires that the following information be provided together with this form in order to prepare the Offer to Connect Agreement:

1. Legal Description of the lands, copies of draft subdivision or reference plans, showing all easements.
2. One complete set of engineering and architectural drawings (must indicate location of meter bases and if applicable exterior stairs) and, together with the general plan in AutoCAD format (not newer than 2015)
3. All approved right-of-way cross sections from the municipality or region.
4. Title documents pertaining to the subject lands, including a current parcel register, transfer/deed of land, copies of any encumbrances and a current Certificate of Incorporation of the registered owner.
5. The servicing schedule.
6. Confirmation of site access date for hydro installation.

NOTE: Actual connections to industrial/commercial/institutional buildings will be looked after Alectra Utilities ICI department.

ALECTRA UTILITIES CONTACT INFORMATION (to be completed by Alectra)

Contact Name:	Tony D'Onofrio
Title:	Supervisor
Office Address:	Alectra Utilities East – 161 Cityview Boulevard, Vaughan, ON L4H 0A9
Phone:	905-532-4419
Email:	tony.donofrio@alecrautilities.com

APPROVAL AND SIGNATURE OF DEVELOPER

Signature:

Name of Authorized Signatory/Agent:

Title:

Company Name:

Date:



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

May 16, 2020

Natalie Wong
Senior Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Natalie,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment
Metrus (Terra) Properties Inc.
7800 Jane Street
City of Vaughan
File No.: 19T-20V002, OP-20-003, Z-20-008

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea30@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect.

ATTACHMENT 1E) BELL CANADA INC

Wong, Natalie

From: circulations@wsp.com
Sent: Wednesday, April 22, 2020 7:46 AM
To: Wong, Natalie
Subject: [External] ZBLA (Z.20.008), OPA (OP.20.003), and Draft Plan of Subdivision (19T-20V002), 7800 Jane St., Vaughan

2020-04-22

Natalie Wong

Vaughan

, ,

Attention: Natalie Wong

Re: ZBLA (Z.20.008), OPA (OP.20.003), and Draft Plan of Subdivision (19T-20V002), 7800 Jane St., Vaughan; Your File No. Z.20.008,OP.20.003,19T-20V002

Our File No. 86791

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to

enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

As of June 1, 2019, Meaghan Palynchuk will be taking maternity leave and returning in the first quarter of 2020. In my absence please contact Ryan Courville for any matters concerning this file.

Yours truly,

Ryan Courville
Access Network Provisioning Manager
Municipal Relations
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKl



DELIVERY PLANNING
200 – 5210 BRADCO BLVD
MISSISSAUGA, ON L4W 2G7
416-262-2394
CANADAPOST.CA

April 27, 2020

ATTACHMENT 1F) CANADA POST

City of Vaughan – Planning Department

To: **Natalie Wong**

Reference: **Z.20.008** **Related Files: 19T-20V002, OP.20.003**
Vaughan Metropolitan Centre (VMC)
Jane Street Metrus (Terra) Properties Inc (Concord, Ontario)

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the 3 towers in this mixed-use building development with retail unit(s) on the ground floor, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will provide each building/tower with its own centralized mail receiving facility. This lock-box assembly must be **rear-loaded**, adjacent to the main entrance and maintained by the owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. **For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.**
- ⇒ The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

As per our National Delivery Policy, **street level residences and/or retail/commercial and/or non-residential use units will also receive mail delivery at centralized locations, not directly to their door.**

For example: If there is a common indoor entrance or connection extra mail compartments can be provided to accommodate these units in the main mailbox panel. If these units are not part of the condo/building then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.

The specifications can be found in our Delivery Standards Manual, which can be downloaded from this link: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

As the project nears completion, it is requested that the Developer contact me directly for Postal Code(s) as existing postal coding will not apply and new postal codes will be issued for this development. I am also requesting the developer/owner contact me during the design stage of the above project, to discuss a suitable mailbox/mailroom location.

Canada Post further requests the owner/developer be notified of the following:

1. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
3. The complete guide to Canada Post's Delivery Standards can be found at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should you require further information, please do not hesitate to contact me at the above telephone number or mailing address.

Regards,

Lorraine Farquharson

Lorraine Farquharson

Delivery Services Officer | Delivery Planning – GTA

ATTACHMENT 2 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.20.041

Metrus (Terra) Properties Inc. ('The Owner')

Conditions of Site Plan Approval:

1. THAT prior to the execution of the Site Plan Agreement:

- a. The final site plan, building elevations, landscape cost estimate, landscape and streetscape plans, detailed wind tunnel model, photometric lighting plans sun/shadow analysis and wayfinding / signage design will be to the satisfaction of the City prior to final approval by the VMC Program. The wind and sun/shadow analysis must include existing and planned neighbouring buildings; and final design must demonstrate the incorporation of mitigation measures to ensure favourable micro-climatic conditions for people sitting, standing and walking within the public realm, all privately owned publicly accessible areas and private rooftop exterior amenity terraces. An interim and ultimate landscape plan shall be provided for the north side of Apple Mill Road along the frontage of the Subject Lands, along with the related interim and ultimate cost estimates for streetscape works.
- b. The final site plan shall be amended to:
 - include a minimum building setback of no less than 1.0 m above the ground floor level of the building podium to the north-south local street (Street 1) along Highway 7 where non-residential uses are proposed, and along Jane Street where residential uses are proposed; exceptions apply as redlined via Attachment 5.
 - relocate the underground parking air intake ventilation shaft grilles located in the landscape areas near the northwest and northeast corners within the private realm to the satisfaction of the City;
 - include the lands to the south of the Apple Mill Road frontage to be consolidated with the Subject Lands.

The final landscape plan shall be amended to:

- reflect the lands to be acquired by the Owner between the current northern-most property line and the southern-most Apple Mill Road right-of-way, along with the related cost estimates for streetscape works (as denoted on Attachment 8) and include the interim and ultimate landscape plan for the lands south of Apple Mill Road frontage, to be consolidated with the Subject Lands;
 - include the detailed design and construction of the Jane Street in-boulevard cycling facility in conjunction with the Development.
- c. The VMC Program shall approve the final boulevard design along Jane Street, to be in conformity with the Green Street Enhanced Level of Service that is envisioned by the VMCSPP. The Owner shall submit the detailed boulevard design and landscape plans to be reviewed and approved to the satisfaction of the VMC Program and York Region staff. The Owner is advised that it is the

responsibility of the Owner to relocate the entirety of the existing underground service duct(s) from Bell Canada and any other existing network infrastructure along the Jane Street development frontage and coordinate with the adjacent landowner to the north to accommodate the required pedestrian/cycling boulevard design to the satisfaction of the City. The Owner will be required to pay for the extent of these network infrastructure revisions.

- d. The Owner shall submit confirmation of a legal transfer document that is registered on-title, confirming that the lands to the south of the Apple Mill Road frontage have been consolidated with the Subject Lands to provide legal access to the Development, to the satisfaction of the VMC Program. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment, to facilitate the transfer of the lands into the Owner's ownership. The Committee's decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied;
- e. The Owner shall submit a detailed exterior photometric lighting plan to the satisfaction of the City. This plan should include the location of each current and/or proposed outdoor lighting fixture with projected hours of use measured in lux and the area of the lighting dispersed by each lighting fixture to suit the intended uses;
- f. The Owner is required to enter into a Tree Protection Agreement which includes a security for trees to be preserved and protected in accordance with the approved Arborist Report. The value of the security associated with the City's Tree Protection Agreement is determined through the following:
 - Tree compensation formula provided in the Arborist Report based on the City Tree Replacement Requirement
 - The costs associated with tree protection measures (i.e. tree protection fencing, silt barriers etc.)
 - The costs associated with actual tree removals

The Owner shall also pay to the City the Tree Protection Agreement fee in accordance with the City's Fee By-law 158-2021;

- g. The Owner shall submit to the City final 3D digital massing and detail models of the development, which shall include the accurately geo-referenced digital data, as outlined in the Draft VMC Submission Protocol, to the satisfaction of the Vaughan Development Planning Department. If the 3D digital model of the development has not been completed by the Owner and provided to the City prior to the execution of the Site Plan Agreement, the Owner shall provide a separate Letter of Credit in a format satisfactory to the City of Vaughan in the amount of \$12,000.00 to guarantee the completion of the model;
- h. The tree soil volumes for each tree planted must meet the minimum requirement of 20 cubic metres of growing medium in a shared tree pit or 30 cubic metres of growing medium in a stand-alone tree pit to encourage the growth of large caliper shade trees, to the satisfaction of the City.

- i. The Owner shall provide a public access easement to the City free of costs and encumbrances that are registered on title over pedestrian midblock connection (breezeway) which bisects the Subject Lands as shown on Attachment 8 to the satisfaction of the City. The Owner shall indemnify and save harmless the City and/or their employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly by reason of the pedestrian midblock connection;
- j. Prior to final approval, the Subdivision Agreement for Street 1 shall be entered into and executed with the City of Vaughan to satisfy all engineering conditions, financial or otherwise, with regard to such matters as the City may consider necessary, including but not limited to payment of the development levies, financial securities, cost sharing, the provision of roads and municipal services, utilities, and landscape, which include the ultimate landscape condition on the west side of Jane Street, east side of Street 1, and south side of Apple Mill Road along the exterior frontages of the Subject Lands to the satisfaction of the VMC Program, Urban Design and Development Engineering;
- k. The Owner shall construct and dedicate the right-of-way for the north-south road (Street 1) in accordance with the Subdivision Agreement for Street 1 as a public highway to the City without monetary consideration and free of all encumbrances;
- l. Prior to the conveyance of the road widening and daylight triangle, the Owner shall implement the following to the satisfaction of the City:
 - i. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA report in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) for the lands within the Plan, including reliance on the report(s) from the environmental consultant to the City;
 - ii. If remediation of any portions of the conveyance block(s) is required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition ('RSC's) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) following remediation;
 - iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s); and
 - iv. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
- m. The Owner shall demonstrate to the satisfaction of the Fire Department and VMC Program (Development Engineering), that the development is in compliance with all regulations requiring access to/from the Plan. Should the

development not meet applicable regulations in effect at the time of execution of the site plan agreement for Fire Department access, the Owner shall provide an emergency access to/from the Plan to address applicable regulations and to the satisfaction of the City. Any required municipal access easements as a result of the proposed emergency access shall be conveyed to the City to allow unencumbered access. The precise limits of the municipal easement are to be determined to the satisfaction of the City VMC Program.

- n. The Owner shall provide the City with a copy of the Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) acknowledged and registered on the Environmental Site Registry for the entire Subject Property. Copies of all Environmental Site Assessment (ESA) reports relied upon for the filing of the RSC, including reliance from the consultant, shall also be provided to the satisfaction of the City;
- o. The Development Engineering Staff, Policy Planning and Special Programs Department shall approve the revised site plan drawings, final site servicing and grading plan, engineering drawings, erosion control plan, strata feasibility report, functional servicing and storm water management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological assessment, dewatering plan, external lighting plan, environmental noise report, shoring and tie-back design, construction schedule and phasing plan, construction logistics plan, construction parking management plan, traffic impact study update, Transportation Demand Management Plan, and Pavement Markings and Signage Plan;
- p. The Owner shall submit to the City a detailed environmental noise and vibration impact study for the proposed development on the lands prepared in accordance with Ministry of the Environment, Conservation, and Parks (MECP) noise assessment criteria as defined in Publication NPC-300, "Environmental Noise Guideline-Stationary and Transportation Noise Sources", to satisfaction of the City;
- q. The Owner shall pay the Development Engineering Complex Site Plan fee, pursuant to the Fees and Charges By-law 195-2020, as amended, to the satisfaction of Development Engineering Staff, Policy Planning and Special Programs Department;
- r. The Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Management Division and the Owner is advised that upon a successfully completed application, site inspection and executed agreement as determined by the Environmental Services Department, Solid Waste Management Division, the future condominium corporation may be eligible for municipal waste collection services. Should the future condominium corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future condominium corporation;
- s. Prior to initiation of any construction, the Owner shall submit an application to Public Works, Environmental Services Department to obtain an approval for

permanent ground water discharge required for the proposed development, and enter into an agreement and/or permit to discharge groundwater as required by the City;

- t. The Owner shall satisfy all requirements of York Region Community Planning and Development Services Department;
 - u. The Owner shall satisfy all requirements of the Toronto and Region and Conservation Authority (the 'TRCA');
 - v. The Owner shall satisfy all requirements of Alectra Utilities Corporation, Bell Canada, Canada Post and Enbridge Gas.
2. THAT prior to the execution of the Site Plan Agreement or the issuance of the first building permit, whichever occurs first:
- a. In accordance with Section 42 of the *Planning Act*, the VOP 2010, and By-Law 139-90, as amended by 205-2012, the Owner shall fulfill its parkland dedication requirements to the City's satisfaction. The City will require a cash-in-lieu contribution.
3. THAT the implementing Site Plan Agreement shall include the following clauses:
- a. Prior to the proposed buildings obtaining final occupancy the Owner demonstrates to the satisfaction of TRCA that the works required to safely convey the Regional Storm Floodplain associated with Black Creek have been implemented pursuant to TRCA approved plans. This will include, but is not limited to, the submission of as-built drawings, revised floodplain modeling, floodplain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.
 - b. The Owner shall agree to implement the recommendations of the final noise report into the design and construction of the buildings on the lands and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City.
 - c. The Owner shall agree that prior to the registration of a future plan of condominium, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features must be certified by a Professional Engineer at the City's request. The Engineer's certificate must refer to the final Noise Report and be submitted to the Director of Policy Planning and Special Programs Department;
 - d. The Owner shall agree to implement the recommendations of the final noise report into the design and construction of the buildings on the lands, and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City. The Owner shall reimburse the City for the cost of the peer review of the Noise Report, as

may be applicable;

- e. The Owner shall agree to implement all traffic control measures on-site as outlined in the Transportation Impact Study, including the implementation of the pavement marking and signage plan, traffic control systems such as flashing beacons, as provided in the Transportation Impact Study by BA Group dated March 2022 (as revised) for all internal and external areas of the site, including interim and ultimate conditions.
- f. The Owner shall agree to follow the TDM Plan as provided in the Transportation Impact Study by BA Group, March 2022 (as revised), including the funding and implementation of TDM measures, on-going management and operation, monitoring and review of the TDM Plan. The Owner shall submit TDM Plan Updates, after conducting transportation surveys, to the satisfaction of the City of Vaughan Development Engineering Department and Policy Planning and Special Programs Department;
- g. The Owner shall implement all physical and programmatic Transportation Demand Management measures as approved in the TDM plan of the Final TIS prepared by BA Group;
- h. The Owner shall financially compensate to the satisfaction of the City, for the loss of eight (8) public on-street parking spaces, as a result of deleting the east-west local street to be replaced with a pedestrian/cycling only mid-block connection;
- i. Prior to initiation of any construction, the Owner shall submit an application to Environmental Services Department for any dewatering system that is required for the construction, and enter into a permit to discharge ground water as required by the City.
- j. The Owner agrees that prior to the registration of a future plan of condominium, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report, to the satisfaction of the VMC Program. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features be certified by a Professional Engineer at the City's request.
- k. The Owner shall agree to include the necessary warning clauses in agreements of Offer of Purchase and Sale, lease/rental agreements and condominium declarations including but not limited to the following:
 - "Purchasers and/or tenants are advised that the parkland may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of the City."
 - "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring the indoor sound levels are within the sound level limits of the City and the Ministry of Environment, Conservation and

Parks.”

- “Purchasers/tenants are advised that sound levels due to the increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation, and Parks.”
 - “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act, the Innovation, Science and Economic Development Canada (‘ISED’) and the Canadian Radio-television and Telecommunications Commission (‘CRTC’) authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”
 - “Purchasers/tenants are advised that this development is in proximity to various commercial developments including York Region Rapid Bus Terminal, and that sound levels may at times be audible.”
- l. The Owner shall agree to make the necessary arrangements with the City’s Environmental Services Department for the supply of potable water for construction purposes and implement a water flushing program to maintain the water quality.
- m. The Owner agrees that prior to the discharge of any water originating from a source other than Vaughan’s water supply, including water originating from groundwater accumulating or collected on private lands (“Private Groundwater Discharge”) to Vaughan’s storm sewer system, the Owner shall obtain a Discharge Approval for permanent ground water discharge (“Discharge Approval”) from Vaughan prior to the release of Site Plan Approval, if required by Vaughan. The following terms and conditions within this section and sections l, m and n are subject to Vaughan requiring a Discharge Approval, if applicable.
- i. The Owner shall agree to install all works to carry out the Private Groundwater Discharge (“Discharge and Related Works”) in accordance with the terms and conditions of the Discharge Approval, all to Vaughan’s satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.
 - ii. The Owner shall agree that prior to registration of the condominium on the Lands, the Owner shall ensure that the Discharge Approval is in full force and effect and that the Discharge and Related Works are in good standing in accordance with the terms and conditions of the Discharge Approval and operating to Vaughan’s satisfaction.
 - iii. The Owner shall agree that prior to registration of the condominium on

the Lands, the Owner (which shall then be the condominium corporation) shall apply for and obtain a renewal of the Discharge Approval within thirty (30) days of registration or prior to the expiry date on the Discharge Approval, whichever occurs first, such that the Owner (condominium corporation) shall assume and become responsible for the Discharge Approval and the Discharge Related Works.

- n. The Owner shall agree that post-development flow rates discharged to Vaughan's storm sewer system from the Lands, including Private Groundwater Discharge, shall not exceed the pre-development flow rates discharged to Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to Vaughan's satisfaction, all at their sole cost and expense. Where the Private Groundwater Discharge flow rates are exceeded, causing the post-development flow rates discharged to the Vaughan's storm sewer system to exceed the pre-development flow rates discharged to Vaughan's storm sewer system, Council Approval for Discharge Approval will be required.
- o. The Owner's right to Private Groundwater Discharge from its Lands into Vaughan's sewer system is subject to all terms and conditions of the Site Plan Agreement, the Discharge Approval, if required, the Vaughan's Sewer Use By-Law 087-2016, as amended, and all applicable laws and regulations.
- p. The Owner shall agree that in the event the Owner fails to comply with any of the terms and conditions set out in sections m,n and o, Vaughan may immediately suspend, terminate or revoke, at Vaughan's sole discretion, any discharge privileges granted under this Agreement and the Discharge Approval, if applicable.
- q. The Owner will be required to pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board.
- r. For high-density residential development, the Owner shall convey land at the rate of 1 ha per 300 units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 500 units, or at a fixed unit rate, prior to the issuance of a Building permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu Policy.
- s. Parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-201 and the policies outlined in Section 7.3.3 of VOP 2010, Parkland Dedication, to the satisfaction of the City.
- t. Should archaeological resources be found on the property during construction activities, the Owner must immediately cease all construction activities and notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division.
- u. If human remains are encountered during construction activities, the Owner

must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

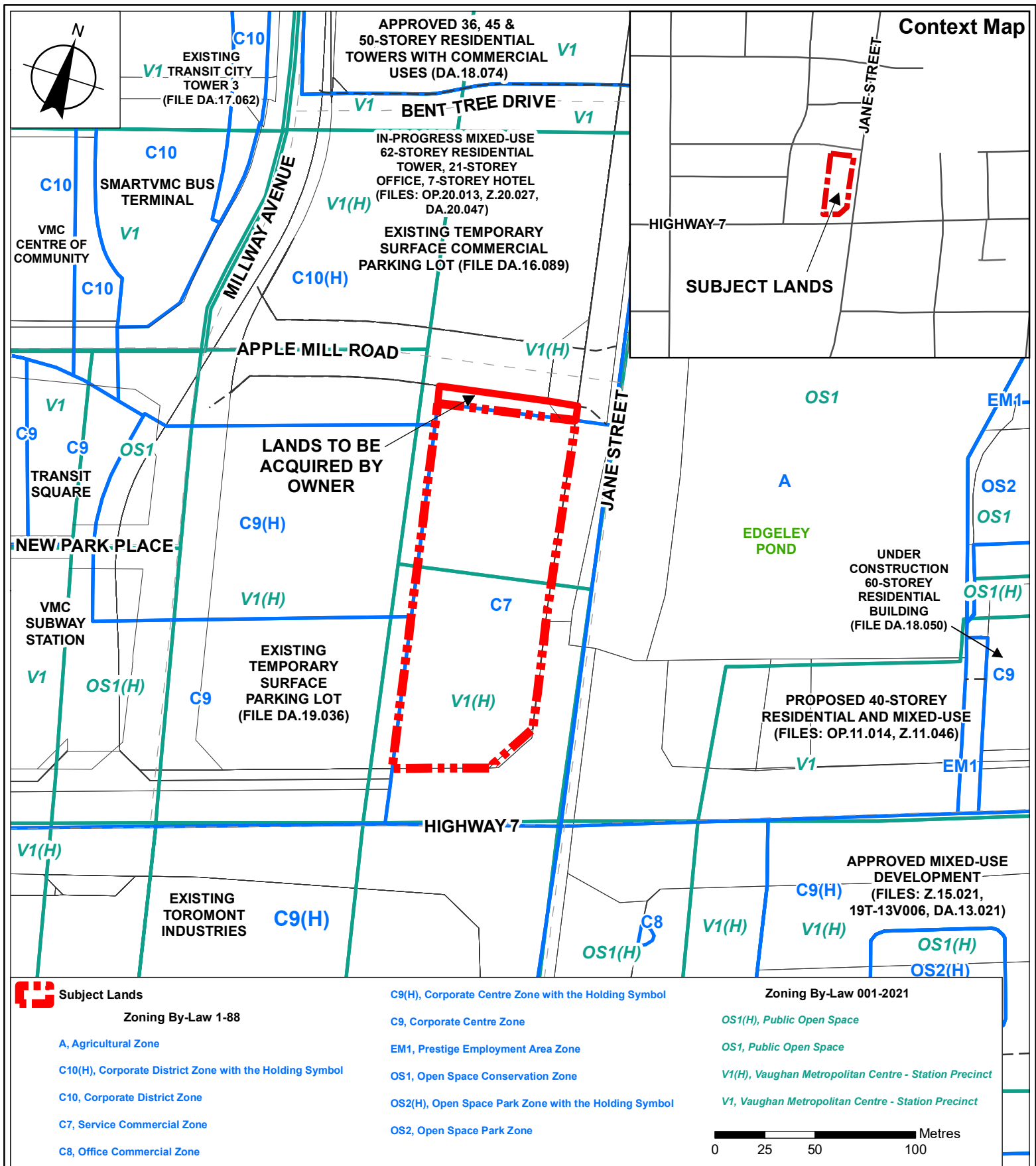
- v. The Owner/Developer will provide the building with its own centralized mail receiving facility. This lock-box assembly must be rear-loaded, adjacent to the main entrance and maintained by the owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.
- w. The Owner/Developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retrofitted with a Canada Post deadbolt cylinder.
- x. The Owner/Development is advised to contact Canada Post to verify new postal codes for the proposed development and to contact Canada Post during the design stage of the proposed development to discuss a suitable mailbox/mailroom location.
- y. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- z. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.
- aa. The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
- bb. The Owner is advised that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.
- cc. The Owner shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the

commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

- dd. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
- ee. In the event, easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.
- ff. In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department.
- gg. The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High-Rise Condominium projects is via a pad mounted transformer or where deemed appropriate, integrated within the built form to the satisfaction of the City of Vaughan. The proposed transformer shall meet Alectra's Clearance Standards, the transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant.
- hh. All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.
- ii. The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required.
- jj. Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution

system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

- kk. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.
- ll. In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.
- mm. Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an Offer to Connect which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality.



Context and Location Map

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT:
Metrus (Terra) Properties Inc.

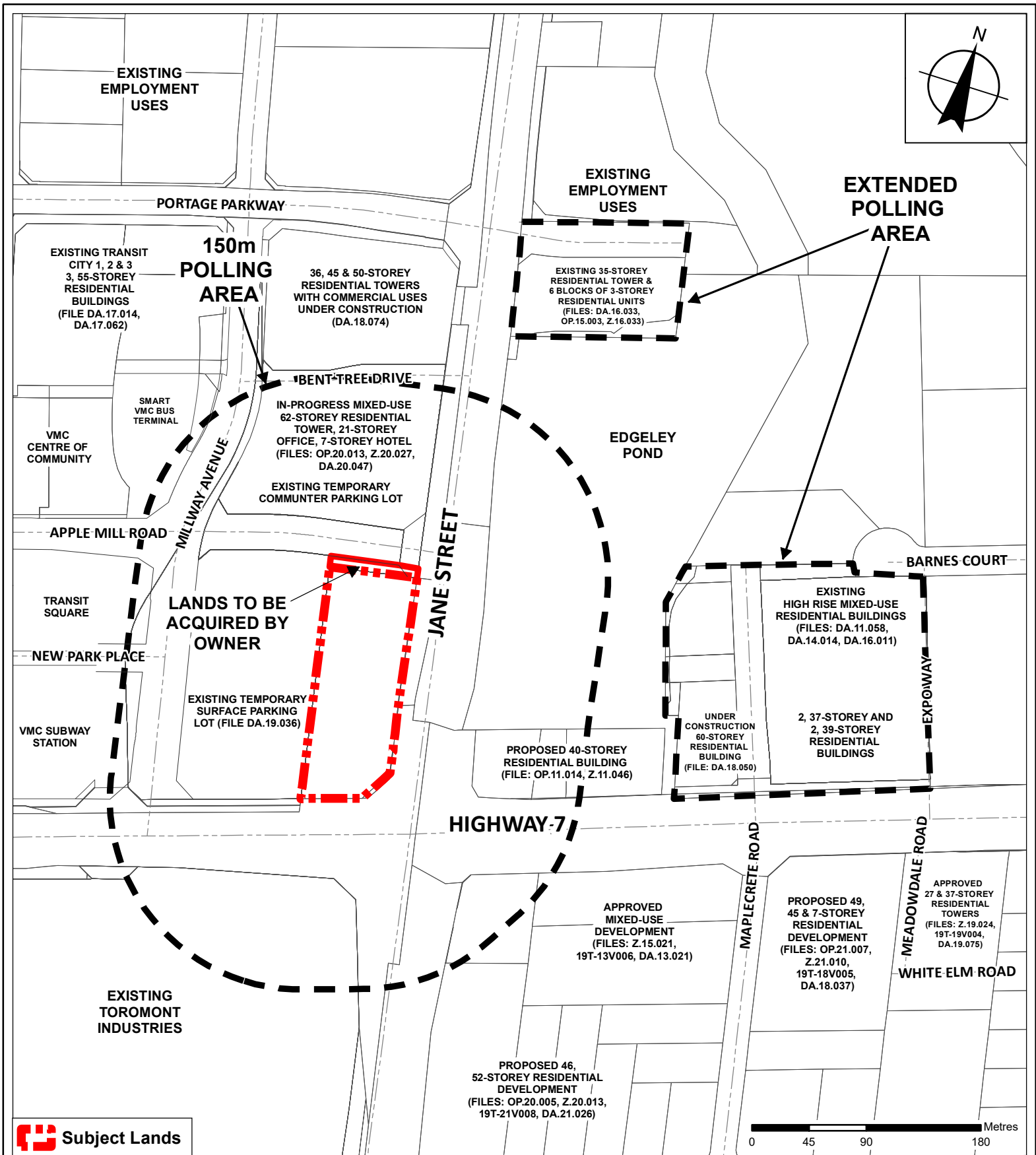


Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

3



Polling Location Map

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT:
Metrus (Terra) Properties Inc.

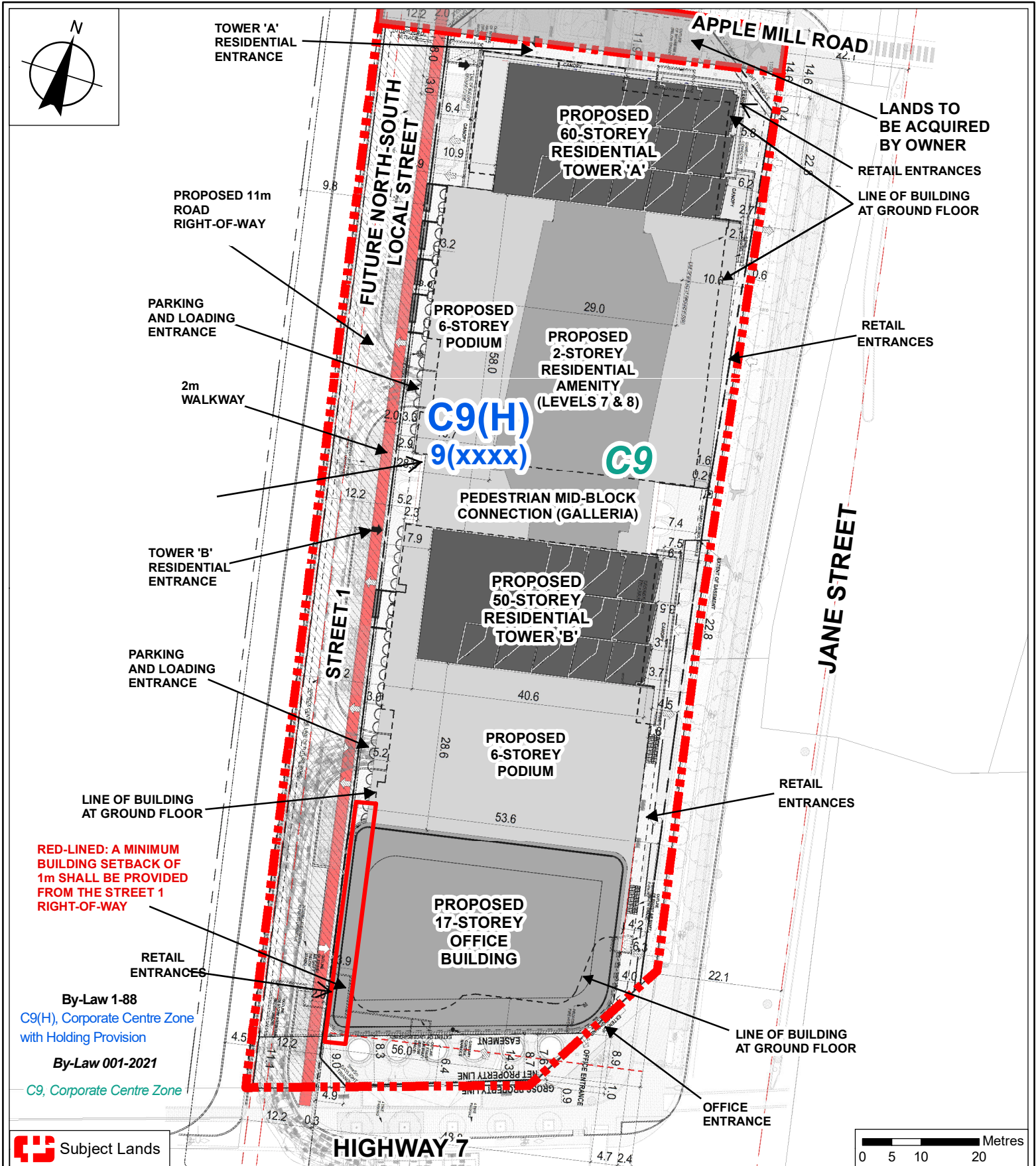


Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

4



Proposed Site Plan and Rezoning

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street
APPLICANT: Metrus (Terra) Properties Inc.



Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 7, 2022

5



STREET

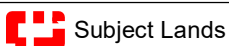
CONCESSION

BL- 1
STANDARD CONDOMINIUM
A= $0.963 \pm H_d$.
($2.380 \pm Acs.$)

107

HIGHWAY 7

JANE STREET



Draft Plan of Subdivision File 19T-20V002

APPLICANT: Metrus (Terra) Properties Inc.

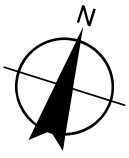


Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

6



268 TOTAL PARKING SPACES &
809 BICYCLE PARKING SPACES


STRATIFIED
PORTIONS
WITHIN
22m ROW

APPLE MILL ROAD

LANDS TO
BE ACQUIRED
BY OWNER

JANE STREET

HIGHWAY 7

 Subject Lands

0 5 10 20 Metres

Underground Parking Plan P2 (Stratified Portions)

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT: Metrus (Terra) Properties Inc.

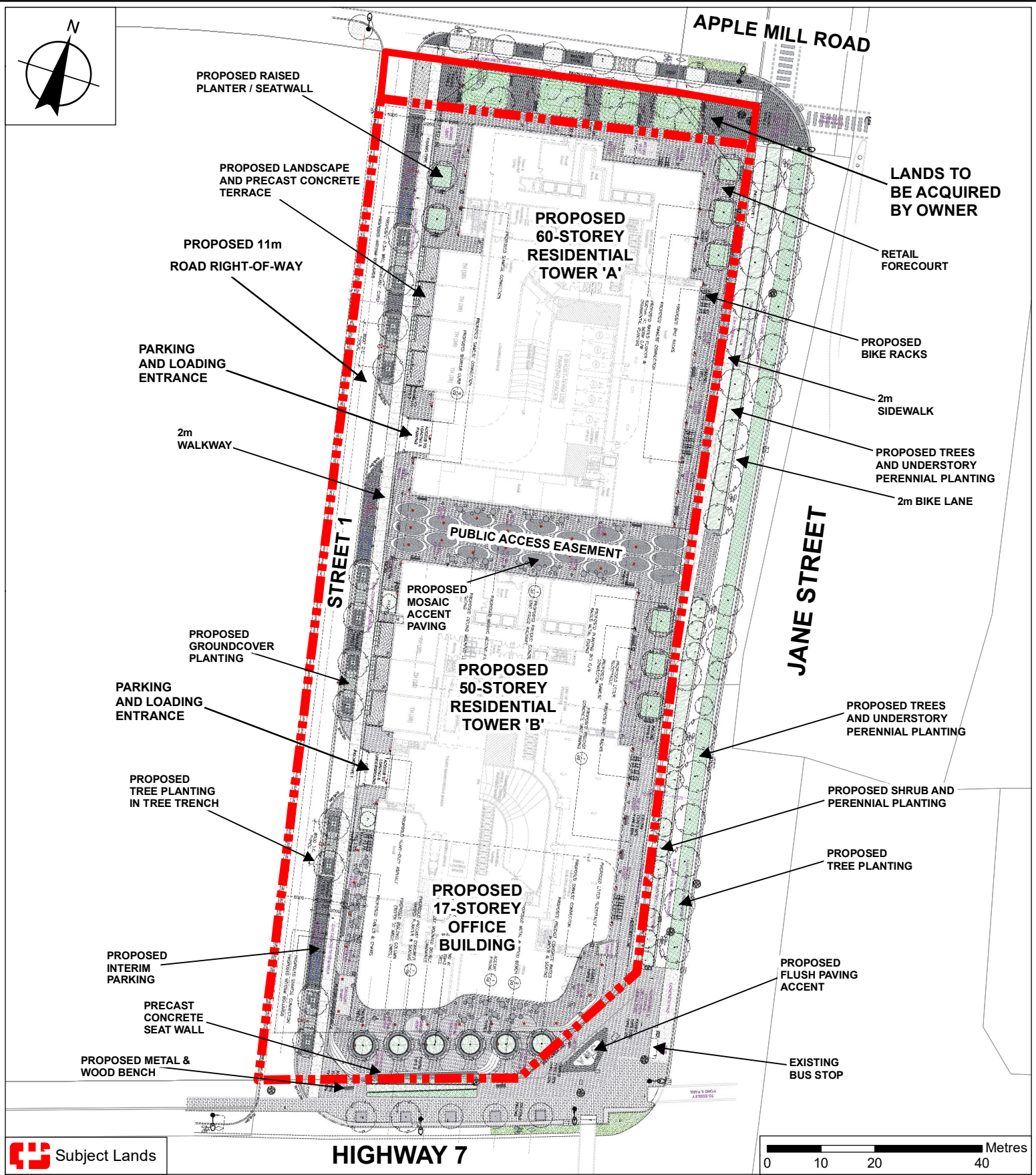



Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

7



 Subject Lands

HIGHWAY 7

0 10 20 40 Metres

Proposed Landscape Plan

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street
APPLICANT: Metrus (Terra) Properties Inc.



Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041
DATE: June 21, 2022

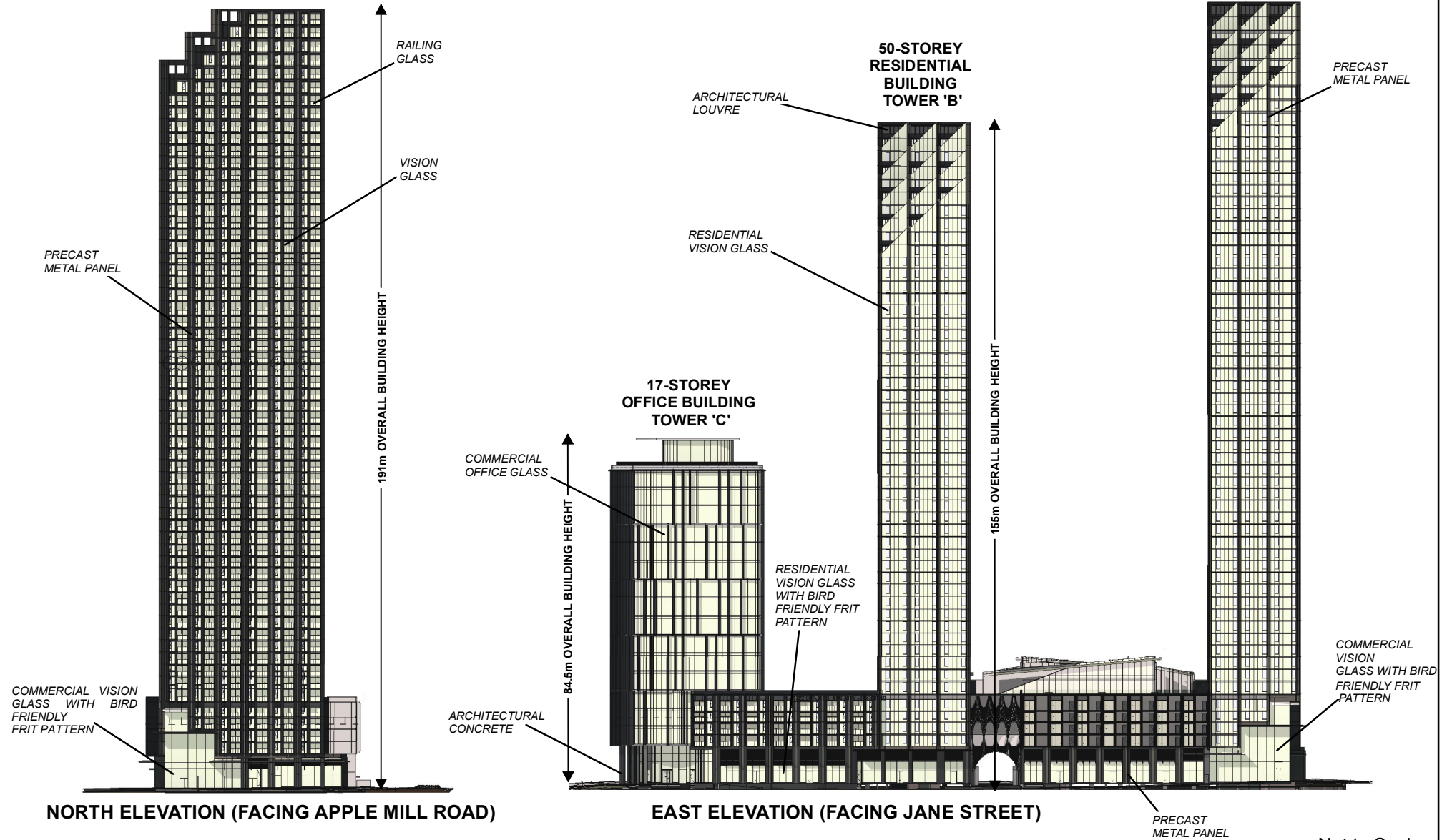
8

60-STOREY RESIDENTIAL
BUILDING TOWER 'A'

60-STOREY RESIDENTIAL
BUILDING TOWER 'A'

50-STOREY
RESIDENTIAL
BUILDING
TOWER 'B'

17-STOREY
OFFICE BUILDING
TOWER 'C'



Proposed North and East Building Elevations (Apple Mill Road and Jane Street)

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT: Metrus (Terra) Properties Inc.

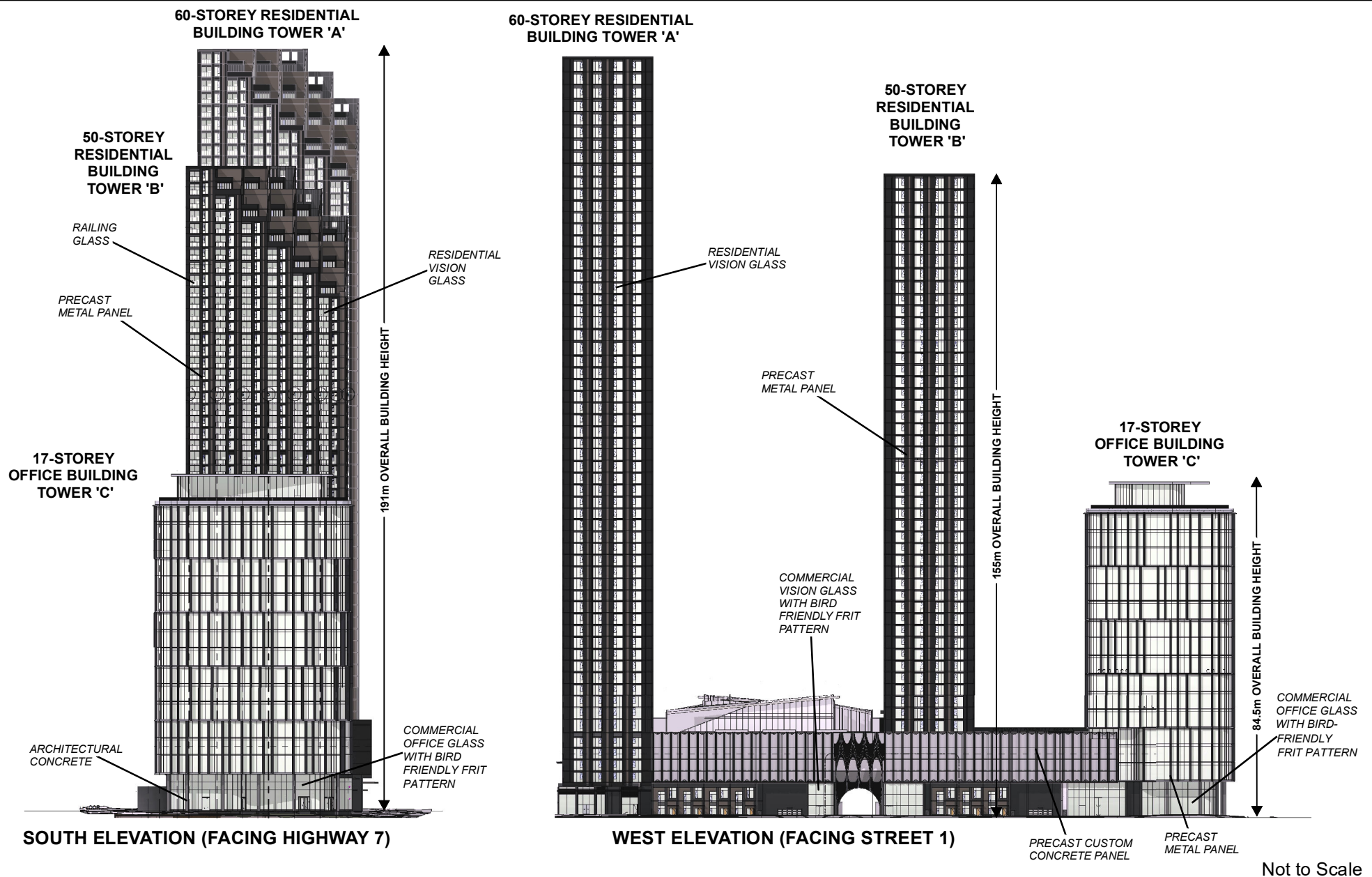


Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

9



Proposed South and West Building Elevations (Highway 7 and Street 1)

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT: Metrus (Terra) Properties Inc.

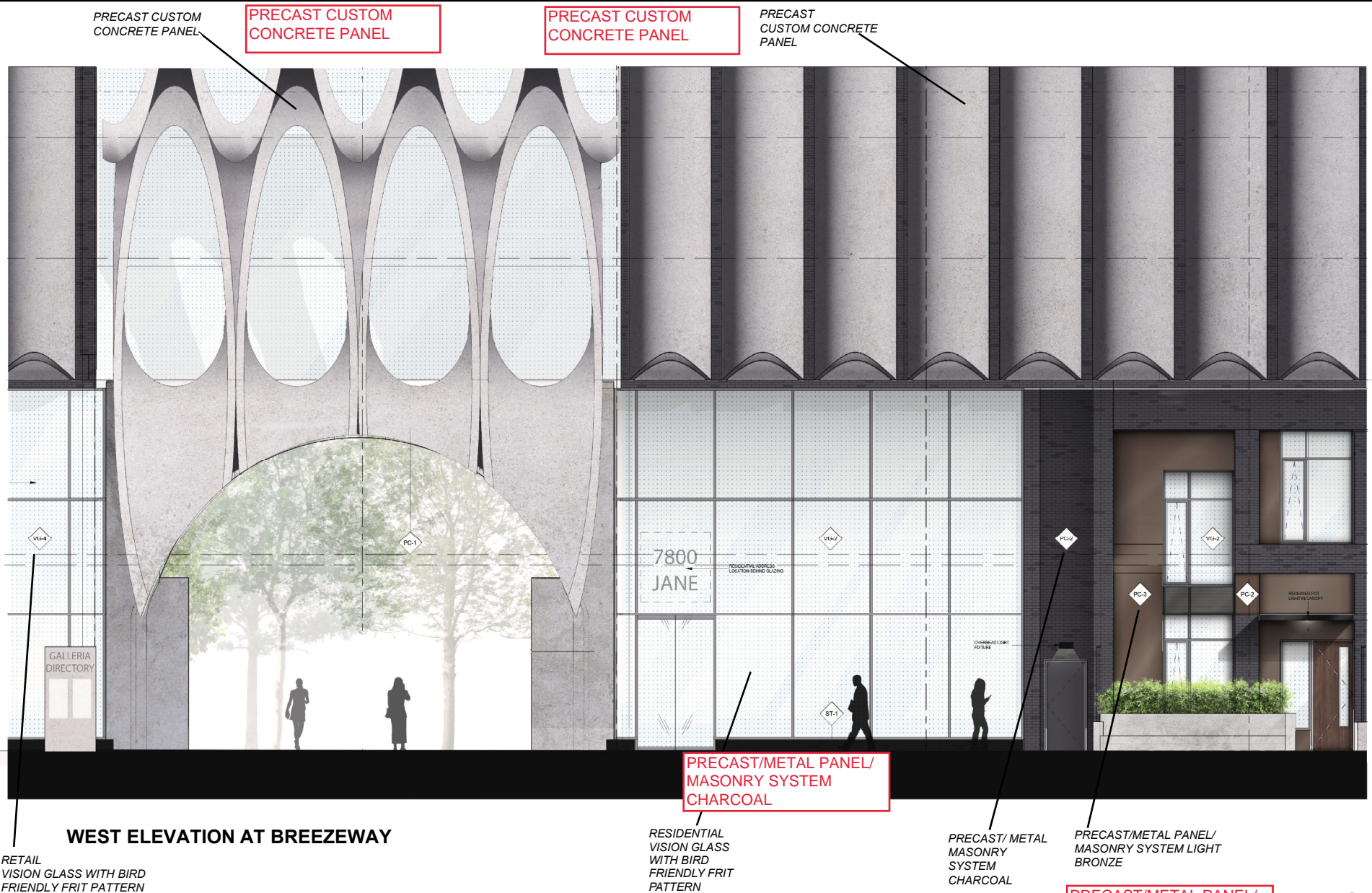


Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

10



Proposed Pedestrian Mid-Block Connection (Breezeway)

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT: Metrus (Terra) Properties Inc.



FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

Attachment

11



NOT TO SCALE

Perspective Rendering

LOCATION:
Part of Lot 6, Concession 5; 7800 Jane Street

APPLICANT:
Metrus (Terra) Properties Inc.



Attachment

FILES: Z.20.008,
OP.20.003, 19T-20V002
and DA.20.041

DATE: June 21, 2022

12